

MAIL NEWS FROM CHINA

Railways, Mining, And Road Building

POWER PLANT IN NANCHANG

CONSERVANCY WORK

Nanchang. Detailed plans for the construction of the electric power plant and water works in Nanchang have been completed, according to a message from Mr. T. L. Soong, General Manager of the China Development Finance Corporation.

The estimates, which have been approved by the Kiangsi Provincial Government, call for an outlay of no less than \$3,185,000, of which \$1,785,000 will be expended on the electric power plant and \$1,400,000 on the water works including the installation of pipes and other equipment. The power plant is expected to be completed in two years and the waterworks in one year.

The planning of the construction has been carried out under the auspices of the China Development Finance Corporation, after Mr. T. L. Soong, accompanied by engineers, had visited Nanchang and made the necessary surveys.

The total capital for the two public utilities is fixed at \$3,200,000. The Kiangsi Provincial Government will subscribe \$500,000, and the balance will be provided by the China Development Finance Corporation.

Nanchang.

Construction work on the Yung-shin-Lienhua Highway, along the western border of Kiangsi, has been completed and omnibus service will be operated shortly. It is learnt at the Provincial Highway Bureau.

As the farmers are idle at this time of the year, the Highway Bureau has decided to employ them for paving the various highways in the province with stone.

Wuhu.

Train service on the section of the projected Nanking-Wuhu (Nanking-Shaoan) Railway between Wuhu and Tangtu (Taipingfu), in eastern Anhwei, was opened to traffic to-day.

Special efforts are being made by the Railway authorities to complete the steel bridges across the Tangtu River. It is expected that train service to the Capital from Wuhu will be in operation by the end of March.

WORLD'S EIGHTH WONDER

Mesopotamia - Mediterranean Joined By Pipeline

London, Jan. 14.

The pipeline joining Mesopotamia with the Mediterranean will formally be opened to-day by the King of Iraq. The pipeline was constructed by the International Iraq Petroleum Company, containing British, French, American and Dutch interests. There are 1,200 miles of pipes, costing £10,000,000 mostly across the waterless desert.

The pipe took nearly three years to build across six countries and a desert, and will take its place as the eighth wonder of the world. Its opening is being celebrated by a 12-day ceremony.

Behind this immense achievement of modern industry is the personality of a famous British engineer and oil magnate—Sir John Cadman, G.C.M.G., D.S.O.

Now, after years of intricate negotiation, survey and building under the most trying circumstances, the dream has come true.

It is without doubt the greatest work of its kind in the world, and to honour the triumph \$25,000 is to be spent on the events to mark the opening.

Through this oil pipe which runs from the heart of Iraq to the Mediterranean, 4,000,000 tons of oil will travel every year to Haifa and Tripoli on the coast from the wells at Kirkuk, Hund-

reds of miles inland. It travels across desert, river and mountain.

Romance Behind The Feat

The labours of thousands of men have been involved in this wonder of engineering. For years they have toiled under the blazing sun, but no edifice stands as an eternal memorial of their achievement.

Their work is "just a pipe-line," some of it buried in the sand of the desert, the rest only discernible by a faint ridge which time will rapidly efface.

It was only the foresight, initiative and patience of Sir John Cadman, which made the task possible.

In 1931 Sir John negotiated with the Iraq Government the convention which constitutes the company's charter, and established the conventions with the Governments of Palestine, Transjordan, the Lebanese Republic and Syria.

A good deal of survey and exploration work had preceded this convention, but in 1931 began the task, incredibly difficult, of acquiring the land needed.

Early in 1932 the real work of construction started and by the end of August there were nearly 5,000 men, including 182 Europeans, at work.

ENGINEERING AND BUILDING

CHINA'S ENGINEERING PROGRAMME

A Survey Of Progress And Projected Construction

Sir Arthur Salter in his report on the economic condition of China laid great emphasis on the necessity for the development of railways as the most satisfactory way of providing the people of this country with cheap communications. Engineers who some twenty or thirty years ago first took part in railway construction dreamed noble dreams of the possibilities of the enterprise to which they were privileged to give their services. Yet to-day those dreams are still unfulfilled. The total mileage of China's railways, excluding Manchuria, is now only about 6,000 miles. This gives one mile of railway to 70,000 people and 300 square miles of territory and compares unfavourably with India where there is a mile of railway to 8,245 people and 44 square miles, or Soviet Russia, where the figures are 3,362 and 171 square miles, or Australia, 238 and 108 square miles, or New Zealand, 441 and 30 square miles.

The reason for the slowness in developing railway communications may best be described as political. Railways were regarded as a foreign device forced upon a reluctant people. Local provincial enterprises came into existence, but proved unsatisfactory. It is interesting to remember that the Imperial Edict of 1911 ordering the resumption of all trunk lines by the state was a contributory cause of the Revolution of 1911; but the Republic which replaced the Manchurian Empire actually had to confirm its predecessor's policy and establish the state control of trunk lines in 1913-14.

Programme Hindered

In the early days of the Republic foreign financial assistance was invited for railway construction. The programme was hindered by civil war, although good progress was made in unification of accountancy and standardization of construction and equipment. The European War dried up the sources of financial assistance from abroad, and after the War progressive deterioration in the credit of Chinese railways in the money markets of the world, owing to the failure of the Government to meet obligations for the loans of existing lines, precluded foreign financial assistance in extension of construction. The collapse in the financial stability of the railways began in 1924 and 1925 and, curiously enough, the Chinese people and the Government began then to take direct personal interest in the railways and have shown in recent years a strong determination to extend the system. By definite, although rather halting steps towards meeting loan obligations, the Government have to some extent improved the credit of the railways.

Lung-hai Railway

On the Lung-hai Railway active progress has been made on the extension of the line eastwards to the coast and westwards to Sianfu. The extension beyond Sianfu is only proposed at present to cover about 30 miles. To the west the line has been completed from Tungkuang to Sianfu, a distance of 132 kilometres, and eastwards to the coast at Hanchow Bay, where considerable progress has been made in the harbour works, while an extension of the main line from Tapu to Looyao, 28 kilometres, has been constructed. In addition, a branch line of 31 kilometres has been built from Chaoteng to Tai-chuang, joining the branch line of the Tientsin-Pukow Railway to the latter place, from Lin-cheng.

The North to South Railway, from Tatum, was projected as a standard gauge line of over 700 kilometres in length. It would have joined the Peking-Suiyuan line at Tatum, and passed through Taiyuan, the capital of Shanxi. However, the Shanxi Provincial Government began to build a metre-gauge railway on the same location, and this is called the Tatum-Puchow Railway.

way, Puchow being on the Shensi border but with the province of Shanxi. Much progress has been made on this metre-gauge line and rails have been laid for 350 kilometres. About 150 kilometres have been constructed from Tatum southwards via Taiyuan and Kwohsien to Yuan Ping, 117 kilometres north of Taiyuan and about 300 kilometres from Taiyuan southwards via Kihlsen, Kienliu and Howhsien towards Linfeng. A "light railway" standard of construction has been adopted and the line is said to be unballasted.

The Yutse-Talku Railway was originally intended to be a portion of the Tatum-Tungkuang standard gauge line, 35 kilometres in length. When however, it was found that the Shanxi Provincial Government were constructing the Tatum-Puchow metre-gauge line on a parallel location, the standard gauge construction was suspended, and the Yutse-Talku section was altered to metre-gauge and will form a portion of the Tatum-Puchow metre-gauge line.

The Huanan Railway, about 150 kilometres from Lohu on the Hual River, passing through Hufei and the Tatum and Huanan coalfields to Yuchikou, on the north bank of the Yangtze opposite Wuhu, is reported to be completed. This line will presumably connect at its northern end with the Tientsin-Pukow Railway at Pengpu.

South of the Yangtze

South of the Yangtze there is the Chen-kung standard-gauge railway from Hangchow to Kiangshan and Yushan, in Kiangsi, 344 kilometres. This enterprise has been completed under the auspices of the Chekiang Provincial Government, and full details were recently published in this journal. The line is being carried on from Yushan to Nanchang, about 300 kilometres in length.

The Nanking Chao-an Railway is being constructed by the Kiangnan Railway Co., which has also taken over the Wuhu-Chapoo Eight Railway. The projected line is to run from Nanking through Wuhu, Sunchiapu (Anhui), Kiangshan (Chekiang) and Yenping (Fukien) to Chao-an, about 1,200 kilometres, and will later be extended from Chao-an to Canton. Some progress has been made on the Wuhu-Nanking Section and 80 kilometres of line has been constructed from Wuhu to Sunchiapu.

Although no construction has been actually started on the completion of the gap in the Shanghai-Hangchow-Ningpo Railway, between the Tsang River, 77 miles from Ningpo, and the Chien Tang River, at Zankou, near Hangchow, an agreement for a loan for the completion of the line was executed in November. When the loan has been issued work will be commenced and it is hoped that that event will not be much longer delayed.

Preliminary work has been started on the combined road and rail bridge over the Chien Tang River, which with the construction of the 78 kilometres length of line between the river and the present terminus from Ningpo, will provide through railway connection between Shanghai, Hangchow, Shaohsing and Ningpo.

The Chien Tang Bridge is of 16 spans of 220 feet, and the road-way is to be carried on the upper booms of the steel trusses, which carry a single line of railway below, as through spans. The founding of the piers will probably present difficulties owing to the material of the river bed. The steel spans may be erected on shore and floated out on pontoons to position on the completed piers.

Canton-Hankow Line

The most important of China's trunk lines, economically and politically, is however, the Canton-Hankow Railway, the progress towards completion of which is of special interest at the moment, in view of the issue of

the Sterling Indemnity Loan. By that loan capital has been made available for the completion of the railway upon the security of the British Boxer Indemnity and accumulated instalments. The Ministry of Railways had previously been pushing forward that construction from Shuichow, the terminus of the southern section started from Canton as a provincial undertaking. The section from Shuichow to Lochang, 51 kilometres, was completed in October, 1933, and work then was being pushed forward through the difficult section from Lochang to the Hunan-Kuangtung frontier.

The work of construction on the Hupel-Hunan section of the Canton-Hankow Railway reached Changsha, the capital of Hunan, during the War, and it was impossible to issue a supplementary loan to complete the line. At Changsha the new line connected with the provincially constructed section from Changsha to Chuchow, where a line had already been built from Pinghsiang to Chuchow to transport coal from the Pinghsiang Collieries to the Siang River. The gap thus left between Chuchow and Shuichow, the terminus of the line from Canton, was about 280 miles, or 450 kilometres, and of this nearly 100 kilometres, from Lokow northwards, have been completed and work is now in hand in all the construction divisions. The line is expected to be completed, before the end of 1936.

From Chuchow to Ichang, on the Hunan-Kuangtung border, the country is not exceptionally difficult. The location follows approximately the valley of the Hsiang River as far as Hengchow, where the Lei River, a branch of the Hsiang, is crossed, and thence the line runs up the Lei River valley to Chenchow on the upper Lei River. From Chenchow to Ichang the line is located in beautiful "Highland" country, which is fairly easy, but from Ichang southwards across the provincial border, and on to Lochang, the country is quite difficult, as there is no defined watershed or natural "divide" between the provinces, but an inchoate jumble of hills of limestone formation. The location reaches the Wushui River, branch of the North River, not far south of Pinghshek, and thence follows the river side to Lochang on the North River.

There are three important bridges on the Chuchow-Lochang Section over the Lu, Mi and Lei Rivers, all branches of the Siang River.

In the difficult country across the Hunan-Kuangtung border, a location has been obtained.

Difficult Construction

On the section of the line which closely follows the North River, between Taishekmen and Lochang, in Kuangtung, a sharp curvature has been adopted so as to follow closely the contour of the river, and, while avoiding much tunnelling, has involved heavy work in retaining walls, rock cuttings and river defence. There are five or six tunnels on this section, the longest of which is only 750 feet.

It is estimated that some 1,180 kilometres of new lines have been constructed during the last two years. It is, however, evident that, although some progress can be recorded, what has been effected is an insignificant portion of the railway programme which is requisite for the economic development of this vast Continent.

It does not appear that the internal financial resources of China can be equal to the required aim, and it seems essential that the assistance of foreign finance should be forthcoming. If an adequate programme of railway construction is to be carried out in a reasonable period of time, in this country of vast distances the outstanding need for China in her aim for economic development and improvement in standards of living is the

SINO-ITALIAN RADIO

Inauguration Of Direct Service

Nanking, Jan. 23. Marking a further step in the development of international communications, direct radio service between China and Italy was officially inaugurated on Monday under the direction of the Bureau of International Telegraphs, in accordance with the plans of the Ministry of Communications.

Radio messages between the two countries will now be directly transmitted by the International Radio Station at Chengju, Shanghai, and the Italian Government Radio Station in Rome.

Dispatches for and from cities other than Shanghai and Rome in the two countries will be relayed by the two radio stations. Apart from official messages, which are still under negotiation between the two Governments, the rate for ordinary traffic on the new direct service will be the same as the indirect service heretofore maintained between the countries, that is, \$3.45 per word.

Preparations for direct service were started in February last year. During the period of one year several tests were conducted.

Prior to inauguration of the direct service, messages between the two countries were relayed through the Geneva Radio Station of the League of Nations.

Nanking.

In view of the fact that the new highway between Sian and Lanchow, provincial capitals of Shensi and Kansu, is nearing completion, the Ministry of Communications has instructed the Directorate-General of Posts to negotiate with the Highway Administration governing the transport of mail on the new road in order to speed up the postal service.

ENGLAND AS A UTOPIA

Architect's Dream Of The Future

Schoolboys and schoolgirls were given a glimpse of the England they will one day inhabit when they listened to a talk by the Hon. Humphrey Pakington, at the Royal Institute of British Architects, yesterday.

The new England, said Mr. Pakington, would spell death to the big industrial over-crowded cities. No town would have more than 10,000 inhabitants. Where industry demanded more, a number of towns would be grouped together but separated by wide stretches of countryside. Villages would be needed for those who worked on the land.

Chasm-Streets

Everything would be floodlit. The view of a town at night would not be that of twinkling street lamps, but of wide floodlit patches on the dark background of the cultivated land.

There would be no need for dazzling head-lamps on cars. All road surfaces would be floodlit.

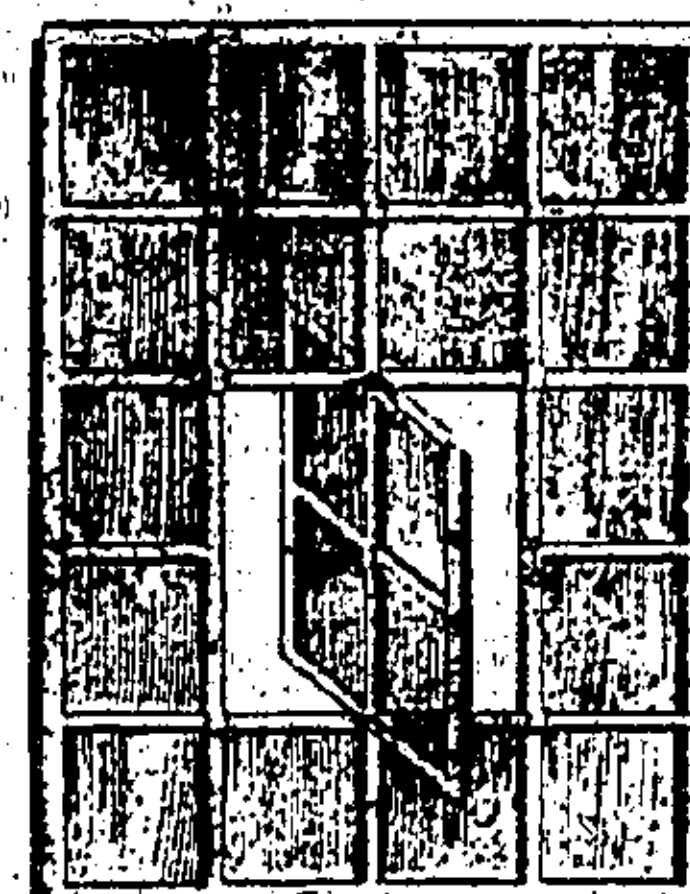
Houses would be of three, or not more than four, storeys. To-day, with new blocks of flats, London streets were getting higher and like chasms in appearance. The low sky-line and sunny aspect of the London so much admired by foreigners was being lost.

Nanking.

Due to the increased volume of traffic on the Taokow-Chinghua Railway, in northern Honan, last year, a sum of \$200,000 is now available towards the amortization of its loan obligations. In a telegram to the Ministry of Railways, the Railway Administration states that a notification to this effect has been sent to its creditors, the Joint Office of the Chung Yuan Mining Corporation and the Pekin Syndicate.

Kuo Min.

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TO-MORROW'S CHURCH SERVICES

Fourth Sunday After Epiphany

ST. JOHN'S CATHEDRAL HONG KONG

February 3, 1935.—Fourth Sunday after Epiphany:
8 a.m.—Holy Communion.
8 a.m.—Holy Communion (Peak Church).
10 a.m.—Children's Service, including the Kindergarten School and the Happy Valley Sunday School.
11 a.m.—Choral Eucharist and Sermon.
Preacher: Rev. H. W. Baines.
6.30 p.m.—Evangelism.
Preacher: The Dean, "Are Some naturally religious, others not?"
Week Day Services, etc.
Matins: Daily at 9 a.m.
Intercessions for the Sick: Wednesday at 10.15 a.m.
Holy Communion: Thursday at 7.45 a.m.
Holy Communion: Friday at 7.45 a.m.
Choir Practice: Friday at 5.30 p.m.

Other Notices
The Children of the Happy Valley Sunday School will attend the Children's Service at St. John's Cathedral at 10 a.m. for a Baptism Service, instead of their usual Sunday School.

ENGLISH METHODIST CHURCH

Queen's Road E., Wanchai, Hong Kong.
February 3, 1935.
4th Sunday after Epiphany, Morning Order, 10.15 a.m. by The Rev. J. Courteney Jacobs.
Hymn No. 74—"Praise to the holiest in the height."
Prayer.—The Lord's Prayer.
Hymn No. 72—"Begin, my soul."
1st (appointed).—Lesson, Amos 3.
Children's Hymn No. 821—"Stand up, stand up for Jesus."
2nd (appointed).—Lesson, St. James 3.
Prayer.
Notices.
Hymn No. 389—"Great God, indulge my humble claim."
Sermon.
Hymn No. 498—"Rock of Ages, cleft for me."
Blessing.
National Anthem.
Evening Order, 6 p.m. by The Rev. J. Courteney Jacobs.
Hymn No. 297—"Come to our poor nature's night."
Prayer.
Hymn No. 371—"And can it be?"
Reading.
Prayer.
Notices.
Hymn No. 389—"What shall I render to my God?"
Address.
Hymn No. 625—"I to the hills will lift mine eyes."
Blessing.

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GENERAL AIRCRAFT

Satisfactory Engine Tests

(Special Air Mail Service)

London, Jan. 12.
The statutory meeting of General Aircraft Ltd. was held at Winchester House, E.C.

Sir Maurice Bonham-Carter, K.C.B., K.C.V.O. (the chairman), said that he was glad to have that opportunity of informing the shareholders of the activities of the company during the three months which had passed since its formation, but first he would refer to the statement of the Government's new policy and programme for the advancement of civil aviation which had recently been made in the House of Commons by the Under Secretary of State. They wholeheartedly welcomed that pronouncement, and believed that its importance to commercial aviation had not yet been fully recognised, either here or abroad. The works staff had been largely engaged in preparing the ground for the change-over from Croydon to the new works at Hanworth and for the increase of production which would ensue. London Air Park had now been taken over by London Air Syndicate Ltd. from General Aircraft Ltd.

He was glad to be able to give a wholly satisfactory report of the new engine. One engine had been continuously under test on the bench since October, and, having emerged from the trial with nothing but minor teething troubles, a second unit had been installed

in a two-seater machine, and that had also passed satisfactorily through its preliminary flying tests in the air. The procedure of putting an engine into the air before carrying out type tests had been adopted so that those tests could be carried out under actual known flying conditions. To meet the demand for a twin engine four-place machine of exceptional performance on one engine, and capable of carrying a large proportion of mail or goods in safety over hazardous country and sea crossings, they had produced model ST12, equipped with two Gipsy Major engines. The first machine had been flying since Dec. 19, and the tests, which were almost completed, had been successful.

There existed a demand already, and as a result of the new Government policy the demand would increase for high performance multi-engine aircraft of large carrying capacity. Specifications had been drafted in anticipation of the demand for a machine of that type, and their plans now were sufficiently advanced to enable them to carry through production in the course of the year. They had received further experimental orders for their armament equipment, and they were satisfied with the progress shown, although, owing to the nature of the market, quick commercial results could not be anticipated.

LONDON-PARIS IN 70 MINS.

By The New French 200-M.P.H. Air Liner

(Special Air Mail Service)

London, Jan. 12.
A new type of 30-seater, 200 miles-an-hour air liner is now undergoing flying trials in France before being introduced on the London-Paris service.

It will be the fastest type of aircraft ever used on this route and will reduce the air journey between the two capitals to about 70 minutes. The present London-Paris schedules are 1hr 35mins. for the French line and 2½ hours for the British service.

The new air liner is a Dewoitine triple-engine monoplane and is the French reply to the speed challenge of the American Douglas type of airliner.

Like the Douglas, it is built of metal throughout and is fitted with three engines totalling over 2,100 h.p.

A feature of its construction is its three petrol tanks which, in case of emergency, can be jettisoned either singly or simultaneously by means of quick-release levers in the pilot's cockpit.

Its Long-Distance Range

A fleet of these machines has been ordered by Air France for use on both its short-distance European services and for its long-distance routes to the Far East. For long distance operation the machine will have a non-stop flying range of 1,260 miles and will carry only eight passengers seated in chairs adjustable for sleeping.

On shorter journeys, such as the London-Paris route the range will be greatly reduced and seating accommodation provided in the cabin for 30 passengers.

In this form the machine is expected to have a top speed of at least 200 miles an hour, and a cruising speed in the region of three miles a minute.

SEA SICKNESS DISDAINED

British Genius

The senior medical officer of the liner Ile-de-France, Dr. J. Bohec, has discovered the secret of the genius of the English for travelling and colonizing, writes a correspondent. They have refused to recognize sea-sickness. That is all. The Englishman's attitude is one of disdain and indifference; the Frenchman's is one of scepticism, which is extended to the ability of medicine to combat sea-sickness effectively.

Yet Dr. Bohec claims that sea-sickness can now be controlled by the doctor who distinguishes one type of sea-sickness from another and suits his therapeutic activities to the varieties of his diagnoses.

He states that there are five forms of sea-sickness—Hypervagotonic, Sympathicotonic, Amphoneurotic, Hypersympathicotonic and Psychic or mental.

He gives belladonna to quiet the vagus or ergotamine to calm the sympathetic system. He also employs hyoscamine. If he is called in too late to prevent sea-sickness, he may reduce the period of suffering by injecting the drug hypodermically.

"If drug treatment is ineffective," he states, "either the wrong drug has been chosen or its dosage is inadequate. Voilà tout."

WEST AUSTRALIA'S PETITION

(Special Air Mail Service)

London, Jan. 12.
One of the most interesting subjects to come before Parliament in its resumed sittings will be the fate of West Australia's petition for secession from the Australian Commonwealth.

A recommendation by the Committee on Public Petitions in favour of the appointment of a Select Committee to consider the receivability of the petition is before the House of Commons.

The House of Lords awaits a statement by Lord Halsbury. When the secession petition was presented last month he referred to the gravity of the constitutional problems raised.

Lord Halsbury's "Advice"

It is said that Federal circles in London attach a great deal of importance to his intervention in the discussion.

There is a feeling among anti-secessionists that Lord Halsbury's promised "advice" may be of a fairly decisive character as far as the secession delegation is concerned.

The whole question bristles with legal difficulties. Each side seems able to bring forward equally strong authorities in support of opposite standpoints.

A PLOT THAT FAILED

Kidnapping A Future Prime Minister

(Special Air Mail Service)

London, Jan. 12.
The universal interest in the Lindbergh case will strengthen the impression in this country that kidnapping is a purely American crime.

The most fantastic kidnapping plot, however, that can be recalled, was aimed against no less a person than our present Prime Minister.

Soon after the first Russian revolution in March 1917, it was widely believed that Mr. Ramsay MacDonald would visit Russia.

The announcement of his visit was published in nearly all the Russian newspapers and caused considerable excitement and resentment in many quarters, not least, in a small British unit which was then serving on the Russian front.

Regarding Mr. MacDonald as a dangerous Pacifist, certain members of this unit put their heads together in order to checkmate his activities.

It was arranged that when Mr. MacDonald arrived in Petrograd he should be invited to visit their section of the Russian front. This would have been quite natural visits to the front being part of the programme of Allied Labour leaders who visited Russia after the revolution.

He was to be allowed to address the men. If he made any undesirable remarks, the Russian escort, which in the ordinary course of events would take him back to Petrograd, was to arrange for him to be captured by the Germans—a simple enough matter in those days of Russian military demoralisation.

The plot was never put into execution. Mr. MacDonald was prevented by another agency from coming to Russia.

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1 p.m. Local Time and Weather Report

1.03 p.m. Recorded Music

1.30 p.m. Reuter Press Bulletins, Rugby Press News, etc.

2.15 p.m. Close Down

4-7 p.m. Chinese Programme

7 p.m.-12 midnight, European Programme

7-7.25 p.m.

HAND MUSIC Selection—"Traviata" (Verdi)

Selection—"Faust" (Gounod)

Americana (Thurman)

VARIETY

7.25-8 p.m.

Vocal Gem—Peggy Ann

Jerome Kern—Medley

George Gershwin—Medley

Song Carnival of 1932 Stars

Songs—Over on the Sunny Side

Masquerading in the name of Love.....Hugh Morton (Bartone)

Instrumental—Happy as the Day is Long

.....Roy Bargy and Ramona.

8 p.m. Local Time and Weather Report

8.03-9 p.m.

A B.B.C. RECORDED PROGRAMME

"SIR CHRISTOPHER WREN"

A Wireless Play in celebration of the Tercentenary of the Birth of the famous British Architect, written by C. Whitaker-Wilson, and produced by Howard Rose in the Studios of the British Broadcasting Corporation.

9-9.30 p.m.

LIGHT CONCERT ITEMS

Song—Her Name is Mary

Song—When Irish Eyes are Smiling Danny Malone (Tenor)

Piano Solos—Der Fledermaus—Selection Raul da Costa

Song—Twilight

Song—My Little nest of Heavenly Blue Maria Jerizka (Soprano)

Violin Solo—Tango (Albeniz) Yell d'Aranyi

Song—Nichave! (Nothing Matters)

Song—If I were King Dennis King (Baritone)

9.30 p.m. Reuter Press Bulletins, London 1 p.m. Stock and Commodity Quotations

9.35 p.m.-12 midnight

A relay of the Dante Orchestra from the Hong Kong Hotel Grill Room (by courtesy of the Management)

10.30 p.m. Reuter Press Bulletins, Rugby Mid-day Press News, Further London Stock and Commodity Quotations

12 midnight, Close Down

SUNDAY

10-11 a.m.—A Relay of the Service from the Union Church.

Order of Service

Preacher—The Rev. E. G. Powell, Voluntary.

Hymn—May Jesus Christ be praised.

Invocation and Lord's Prayer.

Hymn—Lord, of our Life.

Scripture Reading.

Hymn—Watch and Pray.

Offertory and Offertory Prayer.

Hymn—Jesus, Our Joy.

Sermon—"The Indwelling Christ."

Hymn—Lead us Heavenly Father.

National Anthem

Benediction

11 a.m.-12.45 p.m.—A Relay of the Service from the Hop Yat Church (Chinese).

12.45-2.30 p.m.—European Recorded Music.

1 p.m.—Local Time and Weather Report.

Light Opera and Musical Comedy

Vocal Gem—Chocolate Soldier (O. Strauss)

Vocal Gem—Lilac Domino (Cu-

villier)

Song—Love Come Back to me ("The New Moon") (Romberg)

Song—Wanting you ("The New Moon") (Romberg)—Lawrence Tibbett (Baritone)

Selection—A Country Girl (Monkton)

Vocal Gems—The Blue Mazurka

Vocal Gems—The Desert Song

Song—Waltz Song ("Merrie England") (German)

Song—Love Will find a Way (Maid of the Mountains)—Helene Esserman (Soprano)

Selection—The Song of the Drum

Instrumental Music

Pianoforte Solos—Three Chinese

Pieces (Chasins) — Abram Chasins.

1. Filtration in a Chinese Garden.

2. Rush Hour in Hong Kong.

3. A Shanghai Tragedy.

Cello Solo—Mazurka, Op. 11 No. 3 (Poppo).

Cello Solo—Musette (Bach)—Pablo Casals.

Pianoforte Solo—Traumenswiran (Dream Visions) (Schumann) (Op. 12, No. 7)—Vladimir Horowitz.

Violin Solo — Zigeunerweisen (Sarasate, Op. 20)—Mischa Elman.

Concert Items

Song—Tell me Tonight.

Song—Only my Song—Richard Crooks (Tenor).

Organ Solo—Three Fours Waltz Suite (Coleridge Taylor).

Organ Solo—Minuet Antique (Walling)—Reginald Goss-Custard.

Song—Down Vauxhall Way (Oliver).

Song—Pretty Mocking Bird (Bishop)—Mavis Bennett (Soprano).

Light Orchestral Music.

A Musical Comedy Switch (arr. Hall)

Viennese Memories of Lehar (arr. Henry Hall).

Traumeri (Schumann).

7-7.25 p.m.—Orchestral.

Carneval Overture (Dvorak, Op. 92).

Till Eulenspiegels Lustige Streiche, Op. 28 (Till's Merry Pranks) (R. Strauss).

7.25-7.40 p.m.—Organ Concerto No. 1 (Handel).

Ave Maria (Schubert, arr. Munson).

Memories of Schubert (arr. Munson).

7.40-8 p.m.—Rose Bampton (Contralto).

Richard Crooks (Tenor).

When I Bring to you Colour'd Toys.

Light my Light.

The Rosary.

Nazaret.

Do not go my Love (Hageman).

Swans (W. Kramer).

8 p.m.—Local Time and Weather Report.

8.03-8.48 p.m.—A Columbia Programme.

Instrumental—Rollin' Home (Rose).

Instrumental—Speak Easy—The Eight Piano Symphony.

Descriptive Ballad—Love's Old Sweet Song with Mary Jerrold.

Hubert Harben, Lawrence Anderson and Company (Soloist: Catherine Stewart) (Contralto).

Humorous Monologue—The Pensioner—William McCulloch.

Selection—Lucky Break—Debroy Somers Band.

Song—In your Arms Tonight.

Love, Forever I Adore you—Ronald Murgatroyd (Tenor).

Orchestra—Dancing down the Ages (arr. Finck)—Herman Finck and his Orchestra.

Song—Smoke Gets in your eyes.

Song—There's no more you can say—Turner Layton (Tenor).

8.48-9.10 p.m.—A Pianoforte Recital by Alfred Cortot.

1. Ballade in G Minor (Chopin, Op. 23).

2. The Children's Corner Suite (Debussy).

9-10.20 p.m.—From the Studio.

A Talk on the S.P.C.A. Dinner Dance and Cabaret by Sunny Hole

9.20-10 p.m.—Grand Opera.

Don Giovanni—Overture (Mozart)

"The Marriage of Figaro" (Mozart)—Now your day of Philandering are Over.

"Otello" (Verdi)—Cruel is he (Credo)—Peter Dawson (Bass-Baritone).

"Samson and Delilah" (Saint-Saens)—Bacchanale.

"Damnation of Faust" (Berlioz, Op. 24)—Rakoczy March.

"Madame Butterfly" (Puccini)—And why was he so Careful.

"Madame Butterfly" (Puccini)—One Fine Day—Rosetta Pampanini (Soprano).

"The Bartered Bride"—Overture (Smetana).

10-10.30 p.m.—Dance Music

30 p.m.—Reuter Press Bulletins.

10.35 p.m.—Close Down.

NOTE.—There will be a Chinese Programme from Z.B.W. on a Frequency of 440 Kilocycles from 7 p.m.-12 midnight.

DAVENTRY RADIO

Concert—Hubert Carter (Tenor).

Berkeley Mason (Organ) from the Concert Hall, Broadcasting House.

Berkeley Mason, Concert piece (in form of a Waltz) (Hollins).

Aubade, Elentance (B. Johnson).

Hubert Carter: The Minstrel (Easthope Mar-

tin), Spring Goeth All in White

(Robert Elkin), Loreen (Walter Butler).

Berkeley Mason: Caprice de Concert (Stuart Archer), Fountain Reverie (Fletcher), Hubert Carter: Romance (Donald Ford), Little House of Dreams (Dudley Glass).

The Magic of thy Presence (Roger Quilter), The English Rose (Edward German).

Berkeley Mason: Bell Rondo (Morandi, arr. Best).

4.45 p.m.—Talk "The Chief Engineer of the B.B.C. Greenwich Time Signal at 9.0 a.m."

5.00 p.m.—The B.B.C. Dance Orchestra, directed by Henry Hall.

5.45 p.m.—The News.

6.00 p.m.—Close down.

Sunday

4 p.m. Big Ben. The B.B.C. Empire Orchestra. Leader, Daniel Melsa. Conductor, Eric Fogg.

Overture, Myrtide (Mozart).

Symphonic Sketch, In the Steppes of Central Asia (Borodin, arr. Schmid). Suite, Marionettes:

1—Baladin (Buffoon)

2—Poupee valsante (Dancing Doll)

3—Une amourette cachee (Secret Love)

4—Les Irresistibles (The Irresistibles)

5—Haute noblesse (Aristocracy)

6—Malade a mort (Sick unto Death)

7—Finale (Poldini). Puck's Minuet (Herbert Howells). Overture, The Marriage of Figaro (Mozart)

4.40 p.m. Talk: "India" The Rt. Hon. George Lansbury, M.P. Greenwich Time Signal at 9 a.m.

5 p.m. A Presbyterian Service, relayed from Sefton Park Presbyterian Church, Liverpool

5.45 p.m. Weekly Newsletter

6 p.m. Close down

BERLIN RADIO

Saturday.

9.00 p.m.—DJA, DJN Announcement (Germ., Engl.)

German Folk Song Programme Forecast (Germ., Engl.)

9.15 p.m.—Music and Topical Events

9.45 p.m.—News in German on DJA and DJN

10.00 p.m.—Evening Concert. Gisela Meyer (Soprano), Frida Sigrid Hutschenreuther (Contralto), Rio Kube (Tenor), Wilhelm Strienz (Bass), Bernhard Lessmann (Violin), conducted by Fritz Wicke

11.15 p.m.—News in English on DJA and in Dutch on DJN

11.30 p.m.—The Island of Great Adventures A Comedy by Alfred Prugel

12.15 a.m.—News in English on DJA and in Dutch on DJN

12.30 a.m.—Close down DJA, DJN (Germ., Engl.)

Sunday.

9.00 p.m.—DJA, DJN Announcement (Germ., Engl.)

German Folk Song Programme Forecast (Germ., Engl.)

Highlights of the Week's Programme

9.15 p.m.—Something for Sunday Evening

9.30 p.m.—Fairy Tale Time

9.45 p.m.—News and Review of the Week in English on DJA and in Dutch on DJN

10.00 p.m.—"Confetti" Variety Programme

11.15 p.m.—News and Review of the Week in German on DJA and DJN

11.30 p.m.—"Magic of Alpine Meadow and Homeland Forest." In the Interval: Memories of Peter Rosenger A Talk by Florian Kienzl

12.15 a.m.—News and Review of the Week in English on DJA and in Dutch on DJN

12.30 a.m.—Close down DJA, DJN (Germ., Engl.)

RADIO MANILA

Saturday.

5.00 p.m.—Sunset Dance Programme—From the Lyric Music House.

6.10 p.m.—Spanish Informational Period.

6.30 p.m.—English Informational Period.

7.00 p.m.—Studio Presentation—Arsenio Ortega, saxophone solos and Larry Ortega, songs, accompanied by Arsenio Avellino.

7.15 p.m.—Federation of Women's Club

7.20 p.m.—Songs by Fe Carvajal

7.30 p.m.—Pioneer of the Philippines Programme

7.45 p.m.—Air Giggles—Roko, Rimbo and Pilo the Frog

8.00 p.m.—Educational Programme

LAMBERTS AUCTIONS

PUBLIC AUCTION

THE Undersigned have received Instructions

To Sell at PUBLIC AUCTION

ON

Wednesday and Thursday, the 13th and 14th Feb. 1935.

COMMENCING EACH DAY AT 9.30 A.M.

with an Interval from 12 Noon to 1.30 P.M.

at H. M. Naval Yard, Hong Kong, and at Kowloon Naval Depot and Naval Armament Depot.

OLD & SURPLUS NAVAL STORES ETC.

Comprising—

Anchors, Boilers, Fire Pumps, Circular Saws, and other Machines, etc. Gymnastic Gear, Printing Machines, Old Tools, Canvas, Asbestos, India Rubber, Clocks, Glass Tubes, Leather, Electrical and W/T, Fittings, Lamps, Cars, Cordage, Canvas Tubing, Blankets, Furniture, Electric Cable, Old Ebony, Drums, Dirty Oil Fuel and Old Metals, Comprising Zinc, Brass, Iron, Steel, Lead, Battery Plates and White Metals, etc.

LOTS may be inspected on TUES. DAY, the 12th FEBRUARY, 1935

Terms of Sale—as Detailed in Catalogue.

LAMBERT BROS.,

By appointment Auctioneers to the Admiralty.

WEDDINGS AS PROPAGANDA

(Special Air Mail Service)

London, Jan. 12.

Special tourist trips—such as that arranged by the Spanish Monarchist paper "A.B.C." for the wedding of Princess Beatrice, ex-King Alfonso's eldest daughter, in Rome—seem to be becoming a recognised part of the propaganda of Continental Monarchists.

In 1931, when the Comte de Paris, the heir to the Duc de Guise, the French Pretender, married Princess Isabelle of Orleans-Braganza, a similar trip was arranged by the "Action Francaise."

Nearly 700 French Royalists—headed by their indomitable leaders, MM. Leon Daudet and Charles Maurras—went in a liner to Palermo for the wedding, on which the Duc de Guise had spent £10,000.

Princess Beatrice's Trousseau

An even larger number of Spanish Royalists are expected on this trip. Those who go by train will be able to travel first class and spend a week in a good hotel in Rome for about £18.

Those who travel first class by the Italian liners Augustus and Rex from Barcelona will have to pay slightly more. The difference is accounted for by the 70 per cent. reduction in Italian railway fares.

8.15 p.m.—Studio Programme—Conservatory of Music Students.

8.50 p.m.—Stock Quotations.

9.00 p.m.—Kilm Dancing Party—Sponsored by Borden Company manufacturers of Kilm and Malted Milk—Kilm Orchestra, conducted by Johnny Harris and assisted by Guest Artists.

12.00 Midnight—Sign Off.

Sunday.

12.15 p.m.—Luncheon Musicale.

1.15 p.m.—Sign Off.

3.

CENTRAL THEATRE

SHOWINGS TO-DAY & TO-MORROW

DAILY 2.30, 5.15, 7.15 & 9.30

NEW! REAL! ASTOUNDING!
THE PICTURE THAT
BROKE ALL LONG-
RUN RECORDS IN
EUROPE,
THE HISTORICAL FILM
OF WAR
"STORMTROOPS
OF 1917"



LAST SHOWINGS TO-DAY

"Channel Crossings"
At The Queen's

All the hustle, hub-bub consequent upon the departure of a cross-Channel boat from Dover is faithfully pictured in the Gaumont-British picture, "Channel Crossings" showing for the last four times to-day at the Queen's Theatre and for which actual scenes were taken at Dover Quay, and sequences "shot" on board the cross-Channel steamer "Canterbury."

Against this vivid and arresting background is played to a thrilling conclusion a drama which holds with the dramatic intensity of its story of an international financier escaping to the Continent to avoid the consequences of an issue of false scrip. With him is his girl secretary. The lover of the girl has followed the pair, and boards the boat, his advent being responsible for the thrilling climax which ensues.

Matheson Lang is the financier to the life. He makes the character a strong, dominating force, relieved by lighter touches here and there. Constance Cummings, as the secretary, is brilliant in her dramatic scenes with the financier, as also in the love passages with her sweetheart, played by Anthony Bushell. Humour is in the safe hands of Edmund Gwenn, whilst Max Miller, as a pseudo traveller in everything from petrol lighters to motor cars, puts over many diverting little cameos. Other players in this maritime drama are Dorothy Dickson and Nigel Bruce.

MERRY WIVES OF RENO

Coming Next Week
To The Alhambra

Margaret Lindsay, Glenda Farrell and Ruth Donnelly, the three Merry Wives of Reno in the Warner Bros. picture of that title which is coming to the Alhambra next week, threw a party for Hugh Herbert on the day the production was finished. Herbert plays the part of a Nevada sheep fancier and appears throughout the picture with Eloise, a pet lamb, at his heels.

Hugh was presented with a miniature sheep carved out of bone and fitted with a ring to be used as a watch charm. The gift was in token of the fun Herbert and Eloise had created for the company. Not to be outdone the male members of the cast presented Hugh with a ten gallon hat, a duplicate of the one he wears in the picture. It was inscribed on its brim with the names of the members of the cast including Donald Woods, Guy Kibbee, Frank McHugh, Roscoe Ates and Robert Cavanaugh.

STAR TO VISIT HONG KONG

Ann Harding Sails
For Far East

San Francisco, Jan. 26.
Miss Ann Harding, the noted screen star, sailed to-day on the President Coolidge for Hong Kong, for the purpose of obtaining a long and much needed rest.

When questioned as to the truth of the report that she intended changing her plans and stopping off at Honolulu for a visit and then returning to the Coast without making the long sea voyage to Hong Kong, Miss Harding merely smiled serenely and refused to make any statements.

AT THE QUEEN'S TO-MORROW

Babes In Toyland

"If you've been looking for a picture that the whole family will enjoy, you can stop your search right now. It's 'Babes In Toyland,' the Hal Roach M.G.M. production of Victor Herbert's immortal operetta, starring the famous team of laughter-makers, Laurel and Hardy, and opening to-morrow at the Queen's Theatre.

"Babes In Toyland" is a delightful story of the beloved characters that have made "Mother Goose" rhymes childhood's favourite since their inception. Throughout it, to the tune of Victor Herbert's pulsating airs, move the Widow Peep, who lived in "The Shoe"; her daughter, the shepherdess Bo-Peep; Simple; "Little Boy Blue," Jack and Jill; The Cat and the Fiddle; Old King Cole and Mother Goose herself. In addition to many others, there is Santa Claus, the Toymaker, and to add a touch of villainy, Barnaby, as well as his sinister henchman, Bogeyman. Beautiful sets, marvellous singing, a good story and plenty of comedy make it a "natural" for the grown-ups with the fairy-tale figures sure to strike the children's fancy.

As the apprentice toymakers, Laurel and Hardy involve themselves in a series of hilarious events that are side-splitting, to say the least. They set out to pay off Widow Peep's mortgage, held by Toymaker's only villain, aged Barnaby, who is an ardent but unwelcome suitor for the hand of Bo-Peep, the Widow Peep's youthful daughter. Stan Laurel's dumbness upsets this plan and when he and his partner, Hardy, attempt to rectify the error, their manoeuvres set them into a flock of difficulties that includes their being sentenced to a ducking in the village pool, banishment from the Kingdom of Toyland, a fight with the hideous inhabitants of Bogeyland and finally the rolling of the villain Barnaby.

As the beautiful Bo-Peep, Charlotte Henry does a great piece of work. Kleinbach, 22-year-old actors who plays the 68-year-old Barnaby proves a screen "find" in this, his first important film role. The singing of Felix Atwater Kent Radio Finalist, and Virginia Karns, radio vocalist, are highlights of the film. Gus Meins and Charles Rogers co-directed.

HAPPINESS AHEAD

Current Attraction
At The Alhambra

The new First National production "Happiness Ahead" now playing at The Alhambra Theatre, glorifies one of the few unsung heroes of modern life—the window washer.

This, of course, is incidental to the romantic thread of the story but has much to do with the romance. Washing dangerously high windows of the 60 and 70 story sky-scrapers of Gotham is no small problem. It is simply one of those things taken as a matter of course. In "Happiness Ahead" these daring mop and pail performers not only do their stunts, but engage in hair-raising fights with deadly enemies. Dick Powell as the brave young window washer and Josephine Hutchinson as the beautiful cause of his heart throbs are leading figures in this unusual big city romance.

LAST TWO-DAYS
AT
2.30, 5.15, 7.15
& 9.30 P.M.

KING'S

BOOKING
AT THE
THEATRE
Tel. No. 25319
125332

Onward goes Entertainment!

To new emotional magnificence... To drama that probes new depths in the human soul... To love that fathoms the hearts of you and me!

THE WORLD MOVES ON

THE LOVE STORY OF A CENTURY

MADELINE CARROLL FRANCHOT TONE

Produced by Winfield Sheehan
Director: John Ford
Author: Reginald Berkeley

OPENING TO-DAY AT THE KING'S

The World Moves On

Absorbing in theme and tremendous in its scope, "The World Moves On" opening to-day at the King's Theatre, to take its rightful place among the truly great creations for the screen. With a power and sweep that held its audience spellbound, it revealed itself as an epic of magnificent proportions, deathless beauty and universal appeal.

"The World Moves On" has been described as "the love story of a century" and aptly so. It is all of that for undying love, of the kind that endures for generations, is the dominant note from the first scene to the last.

Second only to the production itself in striking a new note in screen entertainment is the happy combination, as a romantic pair, of Madeline Carroll and Franchot Tone. Let Fox Film which brings this invigorating milestone to the screen, take a bow for entrusting the chief roles to these able young players.

Besides gracing the picture with her fresh, ethereal beauty, Miss Carroll contributes a performance that will rank with the immortal portraits etched for the screen by all the great actresses of the past. Here is a difficult role, but in this new beauty's hands it remains secure from distortion. Briefly, you believe in her and in everything she does and says.

Tone ably shares the acting honours with the glamorous Miss Carroll. He handles his character with a fine restraint, notably in his love scenes; yet then the occasion demands, he becomes the swashbuckler with equally captivating dash.

Prominent in support of Miss Carroll and Tone appear Reginald Denny, Siegfried Rumann, Louise Dresser, Raul Roulien and Stepin Fetchit.

THE KING'S NEXT ATTRACTION

The Gay Divorcee

The play which caused an international controversy between London theatrical producers and American film magnates, "The Gay Divorcee," is coming to the King's on Monday.

It was purchased, for a "pretty penny" by RKO-Radio, while it was at the peak of a sensational successful London engagement, following a year's run on Broadway.

The difficulties arose when RKO-Radio conscripted through previously signed contracts, the services of Fred Astaire, star, Erik Rhodes and Eric Blom, character comedians of the east and the backbone of the London presentation.

When the play was forced to close because of the star's scheduled departure for Hollywood, the entire theatre was hung with placards informing all and sundry Londoners of just what Hollywood was doing to them.

Peace arose from the turmoil only when promises were extracted that the players would all return again for another run of the play.

Now the complications are re-born, for Astaire and Rhodes have been signed to long term contracts by RKO-Radio, and Londoners must wait five years or more, until Hollywood is through with the comedians if it ever is.

Produced by Winfield Sheehan, the picture was directed by John Ford from a story and screen play by Reginald Berkeley. The photography, which is flawless, is credited to George Schneiderman, sound to E. F. Grossman, settings to William Darling, costumes to Rita Kaufman and musical direction to Arthur Lange.

"The World Moves On" has been painted on a broad canvas and with lavish hand. It is a picture you cannot afford to miss.

FROM MONDAY 4TH FEB. SPECIAL ATTRACTION SELECTED FOR THE CHINESE NEW YEAR.

FRED ASTAIRE & GINGER ROGERS

"THE GAY DIVORCEE"



with the Half Beautiful of Hollywood.
RKO-RADIO PICTURE.

THE ORIENTAL'S ATTRACTION

"Hollywood Party"

A dizzy melange of stars, beautiful girls, catchy tunes and gorgeous settings will be seen at the Oriental Theatre on Sunday, Monday, Tuesday and Wednesday with a morning performance at 12 o'clock when "Hollywood Party," Metro-Goldwyn-Mayer's much heralded joyfest on celluloid opens its engagement.

"Hollywood Party" is a fast-moving, syncopation-filled portrayal of life in the mansions of the screen capital, and Hollywood's foibles and folk are used in a hilarious story through which runs a romance. Thrills of escaped wild animals blend with the comedy antics of Laurel and Hardy, Jimmy Durante, Polly Moran, Charles Butterworth and others.

The rivalry between two "Jungle Stars," each trying to cheat the other out of a cargo of lions; the appearance of Mickey Mouse, Walt Disney's cartoon, actually working with human players—these are a few of the striking novelties in the picture. The "Musical Wall," a great orchestra mounted on a perpendicular wall, the side-splitting "Reincarnation of Jimmy Durante," and other elaborate detail, for laughing purposes only, grace the different episodes of the fast-moving play.

Song numbers, interpolated into the picture as integral parts of the plot, include "Hello" sung by Jimmy Durante, Jack Pearl and dancing chorus a duet sung by Durante and Polly Moran; "I've Had My Moments," a love duet with June Clyde and Eddie Quillan; Mickey Mouse's "Hot Chocolate Soldiers," "Hollywood Party" and "I'm Feelin' High."

A stellar aggregation scores in the picture, including Laurel and Hardy, Jimmy Durante, Charles Butterworth, Polly Moran, Lupe Velez, Frances Williams, Jack Pearl and Ted Healy and his stooges.

TO-DAY AT THE CINEMA

HONG KONG

KING'S:—
"The World Moves On"

QUEEN'S:—
"Channel Crossing"

ORIENTAL:—
"The Masquerader"

CENTRAL:—
"Storm Troops of 1917"

KOWLOON

MAJESTIC:—
"Palooka"

ALHAMBRA:—
"Happiness Ahead"

Sunday

KING'S:—

QUEEN'S:—
"The Gay Divorcee"

ORIENTAL:—
"Babes In Toyland"

ALHAMBRA:—
"Happiness Ahead"

MAJESTIC:—
"Palooka"

CENTRAL:—
"Storm Troops of 1917"

MAJESTIC THEATRE

Nathan Road, Kowloon. Tel. 57222

TO-DAY TO SUNDAY

At 2.30, 5.20, 7.20 & 9.20 P.M.

"WHAT A PITCHUR"

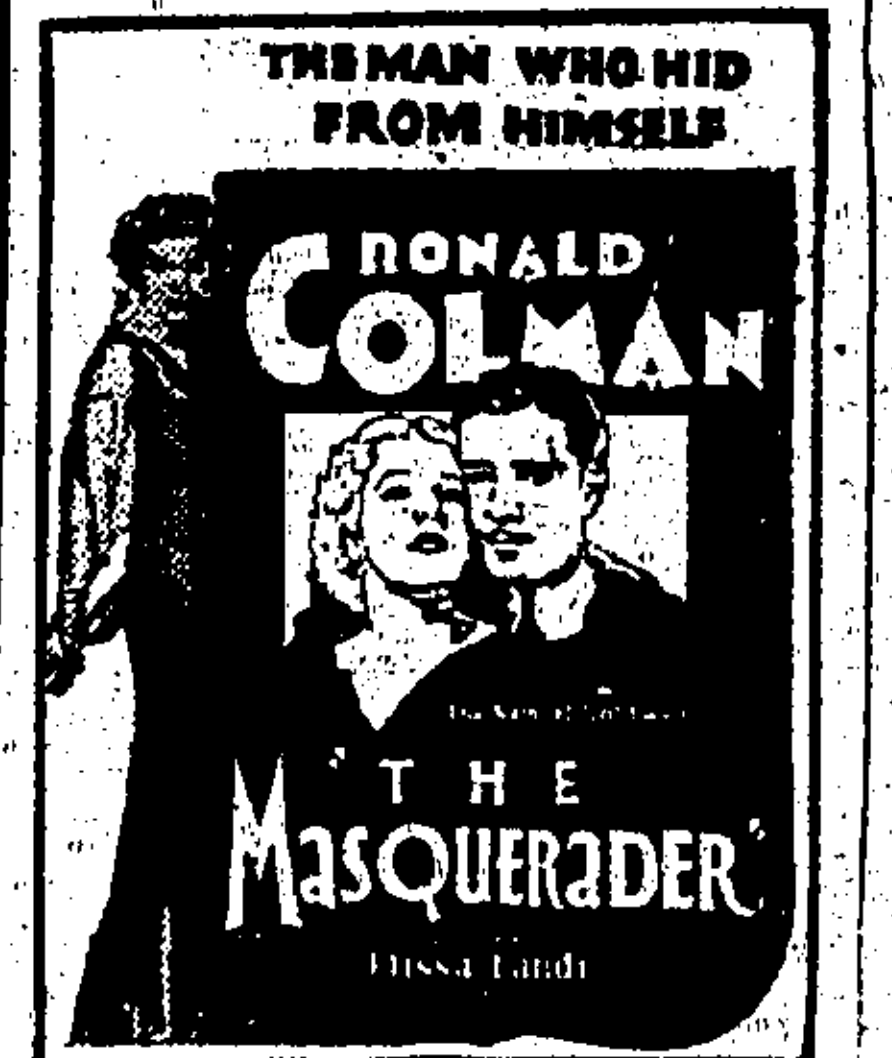
It's got action! It's got dames! It's got love! It's got me! And it's got pathology! Hot-cha-cha!

Jimmie (Johnnie) DURANTE
Lupe Velez
Stuart Erwin
Palooka

ORIENTAL THEATRE

4 SHOWS
7 DAILY
2.30-5.15
7.15-9.30

LAST 4 TIMES TO-DAY
A FAST-MOVING STORY
OF THRILLING MYSTERY
AND SURPRISES!



OUT-DRUMS DRUMMOND

STARTING TO-MORROW
FOR FEW DAYS ONLY.
THE
SHOW OF SHOWS
BIGGER-BETTER-FUNNIER
THAN ANYTHING EVER
PRODUCED.



AT THE STAR The Happy Ending

Millard Webb, the famous American director, who was responsible, among other things, for "Gentlemen of the Press," came to England especially to direct "The Happy Ending," the Gaumont-British film version of Ian Hay's story.

Mr. Webb is possessed of a caustic wit, and when things go wrong he is not slow to say so. He disarms everyone with a cherubic smile, so that few can really take offence.

He was rather vexed at the ritual of tea which, according to custom, takes place in most studios about four o'clock in the afternoon. He considered this a waste of time.

One afternoon he declared that lunch had left his players limp, and informed them that they ought to see themselves from his viewpoint. "Why, this cockatoo's the best actor on the set."

Nobody's feelings were hurt by this cheerful persiflage, and the cockatoo—which has special intelligence in making the noises required when its cues are given—squawked proudly.

ANDIJANI LEADER EXECUTED

New Delhi, Jan. 31.
General Sataboldijan, leader of the Andijani troops who figured in the recent fighting in Eastern Turkestan, has been executed. He was arrested last month by Chinese troops who have undertaken the pacification of the territory in which he was active.

ALHAMBRA

NOW PLAYING
Happiness for Everybody!
WARNER BROS.
INTIMATE
MUSICAL
SUCCESSOR
TO "DAMSEL"

HEAR THE SINGING TOP-GOES YOUR HEART and follow his lead in his new screen melodrama

DICK POWELL HUTCHINSON

"Happiness Ahead"

Honeymoon Hotel
Cartoon in Technicolor

Maizee's

ST. GEORGE'S BLDG.
HONG KONGDrastic
REDUCTIONS

for two days only

COST and LESS THAN COST
PRICES... Feb. 7th and 8th.

Travel Suits... Wool Dresses...
Knitted Dresses... Coats... Felt...
Hats... all late, good, clean
merchandise... smart styles... fine
for the present weather or for trips
north... ON SALE THURSDAY,
FEB. 7th ONLY.

Evening Gowns... Dinner
Gowns... Cocktail and
Afternoon Dresses and
many other wearables...
latest styles... all recent
shipments included...
GO ON SALE FRIDAY,
FEBRUARY 8th ONLY.

When we say Cost and Less
than Cost Prices we mean
**COST and LESS
THAN COST
PRICES**

We must clear this
stock to make room
for huge new ship-
ments now on the way.

This is 1935's Greatest
Sale offer. Come early.
CASH ONLY—NO EXCHANGES



PLUCKY SCOUTS

Commended By
Magistrate

Seven Boy Scouts of the 2nd Hong Kong (Catholic Cathedral) Group were commended by Mr. Wynne Jones yesterday for the part they played in arresting a snatcher in Garden Road on Thursday.

Lau Kwong-wing, 23, unemployed, was charged with stealing the handbag. He denied the offence.

Mrs. Stouham testified that at 5.45 p.m. on Thursday she was walking down Battery Path with her bag under her left arm. She was also carrying a parcel. The thief came up from behind, snatched the bag and made off up the hill. She ran after him, shouting for help. She came across a European couple who joined in the chase. The thief bolted through the Cathedral grounds and turned left as he got into Garden Road. She then lost sight of the man. Later her bag was handed back to her and she saw the thief in the custody of several Scouts. She was certain the defendant was the man who snatched her bag.

Defendant: I saw the thief snatch, the bag and I ran after him.

Mrs. A. A. Andrews, of No. 15, Bowen Road, stated that she was walking with a friend when she saw a Chinese man running with something under his coat. She took up the chase shouting "Stop him; he has got something." In Garden Road, she saw the thief throw the bag against the wall of the barracks and it fell on the road.

"A very small Boy Scout jumped out and caught him by the neck. By that time it was impossible for the man to get away as he was surrounded by Scouts," the witness added.

Scout Roy Maxwell, aged 15, of No. 1 Ashley Road, deposed that he saw two ladies running after the thief. He saw him drop the bag. Together with other Scouts he arrested him and handed the thief over to the constable on traffic point duty at the base of Garden Road.

Scouts Congratulated
The Magistrate: I congratulate you. You have done very well indeed.

The remainder of the party of Boy Scouts, all in uniform, were brought into Court and the Magistrate thanked them for what they had done.

In a statement from the dock, defendant said he had no witnesses to call. He was poor and had been given a letter to collect a dollar for food from a friend.

The Magistrate convicted defendant and passed sentence of four months' hard labour with twelve strokes of the birch. If he is unfit for the birch, defendant is to serve an extra two months' imprisonment.

Detective-Sergeant Kinnear conducted the case for the prosecution.

Around the Courts

COUNTERFEITERS
COMMITTED

Mr. Q. A. A. MacLayden at the Kowloon Magistracy yesterday committed Chu Wai Shan, 27, Li Fat, 30 and Yeung Kau, 27 to take their trial at the next Criminal Session.

It will be recalled that these men were charged with the possession of moulds for coining purposes. No. 4 Un Chau Street, 3rd floor, was raided by the police on January 8. The first defendant was seen breaking up the moulds when the police forced their entry and the second and third defendants bolted to the second floor.

Originally Mr. M. K. Lo defended the second defendant but receiving no further instructions he withdrew from the case.

Sub-Inspector Cunningham prosecuted.

Before committal yesterday the three defendants made statements from the dock to the effect that they knew nothing about the moulds and denied all responsibility.

SEQUEL TO MOTOR
TRAGEDY

Lorry Driver Charged

The motor tragedy on Island Road on Wednesday afternoon last in which one boy was killed and seven others injured had its sequel before Mr. Schofield at Central Magistracy yesterday when Leung Yim, driver of lorry No. 931, was charged with the manslaughter of Lau Cheuk-so, aged seven years.

Inspector Elston said he had been instructed to ask for a week's formal remand. Most of the witnesses were in hospital, but they would be able to give evidence after a week.

Mr. Peter Sin who appeared for accused said he understood that the Assistant Attorney General was to conduct the prosecution.

His Worship remanded defendant formally for one week.

Charged before Mr. W. Schofield yesterday with loitering, Lam Wing, unemployed was sentenced to six weeks' hard labour. The defendant was found hiding behind an electric pump on the roof of No. 119 Johnstone Road. He was unable to explain his presence.

THE WEATHER IN
JANUARYMinimum Tempera-
ture 47 Degrees

The mean temperature for the month was 60.0° F, which is 0.2° more than the normal. The maximum temperature recorded was 75.7° on the 9th, and the minimum 47.0° at midnight on the night of the 16th-17th. Cold spells, of no great severity, were experienced from the 15th to the 20th, and from the 28th to the 31st.

The month on the whole was cloudy and humid. Sunshine amounted to only 108 hours, which is 39 hours less than the normal, and there were 9 completely sunless days. The mean relative humidity was 79%, against a normal of 75%.

A maximum wind velocity of 48 m.p.h. was reached on the morning of the 31st. The strong winds during the last two days of the month were due to the formation of a shallow depression over Indo-China while pressure still remained high over the Yangtze Valley.

Although January was abnormally cloudy, there was little rainfall, the total being 1.09 inches against a normal of 1.27 inches. This rainfall was confined to the beginning and end of the month, and no measurable amount was recorded from the 3rd to the 23rd inclusive.

when he forsook leader writing for the Bar.

Sir Herbert Cunliffe (who is two and a-half years his friend's senior) worked for a time on his father's paper at Bolton. But he was reading meanwhile for the Bar and was called before he was 28.

Lord Hewart will be 64 next week. Curiously enough, his best man also married for a second time at the same age.

OBITUARY

Death of Mr. T. M.
Mitchell

We regret to record the death which occurred yesterday at the French Hospital of Mr. T. M. Mitchell of the Texas Oil Company.

Mr. Mitchell, who is 36 years of age, had been in indifferent health for some time. He was admitted to the French Hospital on January 16 and his condition gradually became worse and he passed away yesterday morning.

The deceased had been with the Texaco Company for three and a half years. He was formerly a member of the staff of China Light and Power Company.

Much sympathy will be felt for his widow and two children, in the great loss they had sustained. The funeral takes place this afternoon.

BRIDEGROOM AND BEST
MAN

(Special Air Mail Service)

London, Jan. 18.
There is much in common between the Lord Chief Justice and Sir Herbert Cunliffe, who was best man at his wedding.

Both are Lancashire men. Lord Hewart was born at Bury and Sir Herbert Cunliffe at Bolton. Both entered the law by way of journalism. Lord Hewart was 29

POSSESSION OF FORGED
NOTES

Sentence of six months' hard labour was passed on a Chinese named Mok Wai who was arrested in Queen's Road East on January 30, who was convicted of possession of two forged \$50 notes.

Defendant admitted possession of the notes, but said that a man named Wong had asked him to carry them to a shop in Wanchai, and had given him \$2.50 for his trouble. As he was starving he had agreed to carry the notes.

Sergeant Fitches prosecuting, said there was no suggestion of a "plant" at all. The defendant told the police a different story. His statement was to the effect that he had received the notes in Canton, and he wanted to make some money out of them. The defendant kept an opium divan in the Central district.

Defendant stated that Wong was arrested together with him.

Sergeant Fitches said two other men were arrested with defendant, but neither of them was named Wong, and defendant had made no accusation against them to the police. Defendant new that the notes were forged, and had there been a suggestion of a "plant" the police would have gone further into the matter.

For failing to carry a red tail light on his car on January 22 and for failing to produce his driving licence when asked to do so, Mr. L.A.P. Xavier of Messrs. Arnold and Company was fined sums totalling \$7.

At the Kowloon Magistracy yesterday, an unemployed man named Wong Sang was sentenced to nine months' hard labour and twelve strokes of the birch for snatching a handbag from a woman named Leung Wai-chiu at the junction of Jordan and Nathan Roads. The man was arrested by Mr. A. W. Davidson, who chased him in a motor-car.

It Took Me
Months,
BUTI'VE FOUND
the Best at Last!"MALTA" BEER
IS THE FINEST DARK
BEER IN THE COLONY

Analysis in weight.

Extract	...	9.81 %
Phosphates AS. P ₄ O ₅	...	0.08
Proteins	...	0.61 %

An eminent Physician writes:—

It is my conviction that "MALTA" is deserving of the highest commendation. It is specially beneficial in cases of debility and anaemia. It improves the appetite and is very beneficial to the nervous system. It is extremely palatable, etc. Try "MALTA" for a few weeks and see how quickly your own health improves.

GILMAN & CO., LTD.
SOLE AGENTS.Children need
nourishment
to resist
winter ills

It is difficult to keep the little ones free from those troublesome coughs and colds which so often lead to more serious ailments. They need more nourishment than ordinary food supplies to build up their powers of resistance to winter ailments. They need the wonderful nourishment contained in delicious 'Ovaltine.'

Children need no coaxing to take 'Ovaltine'—they love its delicious flavour. The addition of 'Ovaltine' to milk removes the objection many of them have to plain milk. 'Ovaltine' also considerably increases the nutritive value of milk and makes it more easily digestible.

Make sure your children have their 'Ovaltine' every day—for breakfast, after school, before going to bed. They you need not fear the effects of winter upon their health.

'OVALTINE'

unlike imitations does not contain
any household sugar to give it
bulk and to cheapen the cost.
Nor does it contain a large
percentage of cocoa.

OVALTINE
Supreme Tonic Food BeverageA
GALA NIGHT

IN THE

GRILL ROOM
HONG KONG HOTEL

ON

SATURDAY

2nd FEBRUARY, 9 P.M.—2 A.M.

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HARLAN & JANET MILNER
Sensational Dancers.

EXTRA COVER CHARGE \$1.

Early Reservation Suggested. Telephone 30281.

THE HONG KONG & SHANGHAI HOTELS, LTD.

Cerebos Salt

Pleases both the eye and the palate



DR. D. K. SAMY

Tea Party By Varsity

The Hong Kong University Medical Society gave a farewell Tea Party at the Union Assembly Room yesterday to Dr. D. K. Samy, M.D., B.S., L.M., (assistant to the professor of the Obstetrics and Gynaecology of the University), who is leaving the institution to take up private practice.

Prof. L. J. Davis, President of the Medical Society was in the chair and among those present were: Mrs. D. K. Samy, Sir William Hornell (vice-Chancellor), Prof. I. W. Gerrard, Prof. K. H. Digby, Prof. R. H. Tottenham and Dr. D. J. Valentine.

The chairman said that this was a very sad occasion, being a farewell tea party that they had gathered here but fortunately the sadness had somewhat been tempered by Dr. Samy's decision not to leave the Colony although they were going to lose him. They all knew the high qualities and abilities of Dr. Samy as a teacher and he took this opportunity of thanking him for what he had done for the University and at the same time wishing him every success in his new venture.

Being a new-comer to the University, continued Prof. Davis, he was unable to deal fully with Dr. Samy's career during this short period, he had known him to be a very good worker. Prof. Davis then asked Sir William Hornell to speak on Dr. Samy's connection with the University.

Sir William said that Dr. Samy was generally known as "Uncle Sam." He first came into contact with Dr. Samy just as the latter was returning from his triumphant tour in England and America. Apart from the fact that he was a brilliant scholar, Dr. Samy had also been a splendid athlete. He was more or less the backbone of Athletics in the University and in this connection he wished to thank him for all that he had done.

Sir William concluded by wishing Dr. Samy and his wife every success.

Dr. Samy Replies

Dr. Samy replied by thanking the gathering for the honour they had done him and his wife. He said that he first joined the University in 1916 as a "green horn," and was landed in Lugard Hall. The sporting spirit of that Hostel was not as bright as it should be and as soon as he entered it he worked hard in an endeavour to raise the sporting tradition of the Hall.

The first and second years they met with no success whatsoever but in the third year they literally "swiped" all the prizes.

Dr. Samy then went on to recall his happy days in the University after which he thanked Profs. Tottenham, Digby and Gerrard for all they had done for him.

Profs. Tottenham, Digby, Gerrard and Dr. D. J. Valentine then followed with short speeches eulogising the splendid work Dr. Samy had done to the University.

CORRESPONDENCE

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

(To the Editor "Daily Press")

FULL RANGE POSTAL RIFLE MATCH

Sir,—With the warm approval and support of the Dominions, Colonial and Foreign Offices the National Rifle Association has instituted a '303 Full Range Postal Match for teams of 8 British Subjects or British Protected persons resident or stationed in 48 Colonies, Protectorates and Countries of the Empire.

The conditions are similar to those of the "Morning Post" (Junior Kolapore) Match, to compete in which many of them already send Teams to Bisley each year.

The Match may be fired under official supervision, on any day between 1st January and 31st December, and on any range in the competing country: the certified results will be sent to the N.R.A. for adjudication.

A Challenge Cup and Medals will be awarded to the team of the winning Colony or Country. Silver Medals will also be awarded to the Team making the highest aggregate score with the S.M. L.E. rifle, as issued, open sights and without slings.

The attendance of Overseas Teams from British Dominions and Possessions at Bisley's Imperial Meeting has of recent years been most encouraging. Since 1926 no less than 90 teams from 20 different countries in the four Continents have visited Bisley in July to compete with the Mother Country, or with one another for the Senior and Junior Kolapore Prizes. The expenses of sending teams from such remote places as the Falkland Islands, Trinidad, Ceylon and Hong Kong are very heavy and make it impossible to hope for annual visits from every one, but the proposed Match will help to keep inter-country rivalry alive, and it is hoped may lead to an even wider representation of Overseas Teams at Bisley.

I enclose the conditions of the Match, and the National Rifle Association will be very grateful for such publicity as you may be so kind as to afford this Imperial proposal.

20 Teams entered for the Match in 1934.

Yours faithfully,
Major—C. E. ETCHES,
Secretary—N. R. A.

Bisley Camp,
Brookwood,
Surrey,
January 2nd.

KING'S JUBILEE CELEBRATIONS

Issue Of Special Postage Stamps

The following Communique has been received from the Colonial Secretary's Office:—

In connection with the forthcoming celebrations to commemorate the Twenty-fifth Anniversary of His Majesty's Accession, the King has been pleased to approve the issue of a series of special postage stamps for use throughout the Colonial Empire.

The series will comprise four denominations only in uniform design.

It is His Majesty's wish that this issue should be placed on sale on the 8th of May, 1935, and continued in use until the 31st of December, 1935. The sale of the corresponding denominations in the permanent series of stamps in use in each territory is to be discontinued during the currency of the Silver Jubilee issue.

NEW BARRISTER

Mr. Inglis Hosang Admitted

Mr. Inglis Hosang was admitted as a barrister of the Supreme Court yesterday by His Honour the Chief Justice, Mr. A. D. A. MacGregor.

The application was made by the Hon. Mr. C. G. Alabaster, Attorney General, who stated that Mr. Hosang was born in 1897 in British Columbia and was educated at the University of British Columbia and the University of California. He was called to the Bar in London last November.

In granting the application, the Chief Justice wished Mr. Hosang success in his career in Hong Kong.

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FATAL RESULT TO QUARREL

U.S. Seaman Killed In Street Fight

The frequent clashes which have recently occurred between Union and non-Union men of the American merchant marine, ended in a tragedy just outside the entrance to the Godown Company's wharves in Kowloon yesterday afternoon, when a seaman from the President Grant, named Bruce Lindberg, was stabbed in the abdomen, allegedly by another American from the same ship, named Alva C. Chown, who was promptly arrested and taken to the Water Police Station. The stabbed man later succumbed to his injuries.

The incident occurred shortly after two o'clock and created a great deal of commotion in the locality.

Full details of the affair are not at present known, but it appears that four men from the liner, including Lindberg, were walking near the wharf when they encountered Chown, a carpenter and painter from the same vessel. A quarrel ensued, during which, it is alleged, Chown, after being attacked, whipped out a jack-knife and stabbed Lindberg in the lower part of the abdomen.

The injured man collapsed on the pavement in great agony, where he lay for a time until, in response to police whistles, a party of police from Tsimshatsui station rushed on to the scene, where they arrested the alleged assailant. Later, the injured man was taken to Kowloon Hospital by ambulance, in a serious condition.

Lindberg, however, succumbed to his injuries just before reaching the hospital.

The victim's companions proceeded to the Police Station with the alleged assailant, who is at present under detention.

The accused man, who is aged 42 years, hails from Beloit, Iowa.

"HIAWATHA"

First Performance On March 7

The Hong Kong Philharmonic Society asks us to state that the first performance of "Hiawatha" will take place on Thursday, March 7, not Friday, March 8 as previously announced.

The second performance will be on Saturday, March 9.

GERMAN LINER LAUNCHED

Genoa To Shanghai In 23 Days

Hamburg, Jan. 16.

The 18,000-ton express steamer, *Potsdam*, which is being built in the shipyards of the Blohm and Voss concern for the Hamburg-America line's Far Eastern service, was launched here to-day in the presence of the Burgomasters of Hamburg and Potsdam and numerous other representatives of State and municipal authorities.

The new ship, which is 635 feet long and 82 feet wide, will be equipped with turbine engines generating 26,000 h.p. and giving her a speed of 21 knots so that she will make the trip from Genoa to Shanghai in 23 days.

The *Potsdam*, which will accommodate 300 passengers, is of the same type as the two new liners, *Scharnhorst* and *Gneisenau*, which are being built at Bremen for the North German Lloyd line and will also be put in service on the route to the Far East.

Trial Voyage In June

Hamburg, Jan. 17.

The launching ceremony of the *Potsdam*, a new trans-oceanic liner destined for service between Germany and the Far East took place yesterday. The *Potsdam* will make a trial voyage in June of this year, going to Shanghai in 23 days.

cated at the University of British Columbia and the University of California. He was called to the Bar in London last November.

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H.K. VOLUNTEER DEFENCE CORPS

(Orders By Lt.-Col. H. B. L. Dowbiggin, O.R.E. Commandant, Hong Kong V.D. Corps)

GENERAL

General Holidays—Chinese New Year
Headquarters will be closed on Monday and Tuesday, February 4 and 5, 1935.

Corps Orders Amendment
Reference Corps Orders No. 4/35 dated 25.1.35.

Paragraph 2, after Orders—Rifle Meeting—for Thursday, January 7, 1935, read Thursday, February 7, 1935.

Paragraph 3—Air Arm is cancelled.

Paragraph 4—General, sub-paragraph 11—The relinquishment of Lieut. C. de S. Robertson, M.M. as Quartermaster of Machine Gun Battalion is cancelled.

PARADE

Corps 1st Battery
The Battery will fire Part III at Stonecutters Range on Sunday, February 3, 1935.

Rifle, Sling, Belt, Bayonet and Bandolier must be taken.
Launch leaves Queen's Pier at 9 a.m. and calls at Kowloon at 9.10 a.m.

Rifles must be drawn from Headquarters before noon on Saturday. The Battery will parade at Headquarters on Thursday, February 7 at 5.30 p.m. for Gun Drill, Laying and D.R.F. work. If wet there will be a lecture on mechanism.

Corps Engineers
Sunday, February 3, 1935—Annual Classification at Stonecutters. Dress: Muli but equipment must be worn.

Launch leaves Queen's Pier at 9 a.m. and Kowloon at 9.10 a.m.

Notice—D. L. Training will take place at Pak Sha Wan on March 15-17 instead of Belchers on March 1-3.

Corps Signals
Musketry Practices will be fired at Stonecutters Range on Sunday, February 3, 1935.

Launch will leave Queen's Pier at 9 a.m. and Kowloon Pier at 9.10 a.m.

There will be no parade on Tuesday, February 5, 1935.

Corps Machine Gun Battalion
M.G. Bn. Dance will be held on Tuesday, March 19 at the Peninsula Hotel at 8.30 p.m. All applications to be made to C.Q.M.S., R.A.E. Edwards c/o Sergeants Mess H.K.V.D. Corps.

SIGNAL SECTION
No. 477, Private J. J. King: the unexpired portion of his leave is cancelled as from 28.1.35.

Wednesday, February 6, 1935.—Unit will parade for instruction in Flag and Buzzer.

Friday, February 8, 1935.—Individual morse practice. Short lecture on the D.III. instrument.

All ranks are advised that a Battalion Dance is to be held at the Peninsula Hotel on Tuesday, March 19. Early reservations will materially assist the Dance Committee.

Lecture on Friday, February 15 on M.G. Signals Part I, Anti-Gas Defence and Friday, February 22, Part II, Anti-Gas Defence.

Lecturer—Lieut. C. de S. Robertson, M.M.

TROOP
No parade on Tuesday, February 5, 1935.

All ranks are reminded that they must fire Rifle Part III at Stonecutters on Sunday, February 10, 1935.

Launch will leave Queen's Pier at 9 a.m. and Kowloon Pier at 9.10 a.m.

Motor Cycle (M.G.) Section
There will be no parade on Monday, February 4, 1935 or Wednesday, February 6, on account of the Chinese New Year holidays.

Next Parade—Monday, 11th at 5.30 p.m. Lecture on Defence against Gas Part I by Lieut. C. de S. Robertson, M.M.

No. 1 (M.G.) Company
Sunday, February 3, 1935—M.G. Company Rifle Club at Peak Range at 8.30 a.m.—Range Officer—Capt. E. G. Stewart.

Friday, February 8.—Parade at 5.30 p.m. Indirect Firing under Lieut. D. M. Richards. First year men under O.S.M. Terry.

No. 2 (Scottish) Company
The undermentioned qualified as 1st class Gunners on January 27, 1935, and are entitled to wear "M.G." (without wreath) for the Weapon Training Season 1934-1935.

Sergeant J. A. Lindsay.
Lieut. A. D. Wyllie.
Pte. V. M. East.

Pte. J. B. Sturgeon.
Lieut. Stupart-Thomson.
Pte. W. C. Tillery.
Pte. H. W. Bonner.

No. 3 (Anzac) Company
There will be no parade on Monday, February 4, 1935.

Corps Infantry (Portuguese Company).

There will be no parade on Tuesday, February 5, 1935.

Next parade will be—Tuesday, February 12, at Headquarters for practice in Lewis Gun and Musketry in preparation for firing tests at Stonecutters Range on February 24.

Lecture Room—Allotment
Friday, February 15 and 22, 1935: Machine, Gun Battalion, Signal Section for Gas Lecture.

REVERSION
No. 460, B.Q.M.S. H. T. Buxton, Corps 1st Battery, reverts to the rank of Bombadier at his own request with effect from 1.3.35.

PROMOTIONS
With effect from February 1, 1935:

No. 1324 L/Bdr. E. Moses to be Bombadier.

No. 1910 L/Bdr. F. W. Kendall to be Bombadier.

No. 1984 Gunner J. Watson to be Bombadier.

RETURN FROM LEAVE
No. 2182, Pte. E. J. Porter, No. 1 (M.G.) Company as from 25.1.35.

TRANSFER
No. 865, Pte. J. H. Gelling is transferred from Reserve Company to Army Service Corps Cadre with effect from February 1, 1935.

No. 2124, Gunner A. L. Cole is transferred from 1st Battery to Machine Gun Battalion, Signal Section, with effect from February 1, 1935.

LEAVE
No. 1795 L/Cpl. R. A. J. Simpson, No. 2 Platoon, No. 1 (M.G.) Company granted 11 months leave as from 9.2.35 to 21.12.35.

STRUCK OFF THE STRENGTH
Permitted to Resign by Efficiency Board

No. 1931, Trooper M. Davies, M.G. Troop, as from 1.2.35.

No. 1751, Sapper C. C. F. Crofton, Corps Engineers, as from 1.10.34.

No. 1276, Gunner R. W. H. Maynard, 1st Battery, as from 7.1.35.

No. 2153, Pte. H. A. V. Ribeiro, No. 11 Platoon, Corps Infantry, as from 22.1.35.

STRENGTH
No. 2250, Private E. L. Powell, Sanitary Dept., Corps Engineers, 28.1.35.

No. 2251 Private G. T. May, H.K. Football Association, A.S.C. Cadre, 1.2.35.

(Sd.) P. S. M. WILKINSON, Captain, Adjutant, H.K.V.D. Corps.

AFFILIATED UNITS
Nursing Detachment, H.K.V.D.C.

1.—Enrolment:
Miss E. Allen on January 23, 1935.

Mrs. E. B. Lambert on January 28, 1935.

2.—Lecture:
The fifth lecture in First Aid will be held on Wednesday, February 6, 1935 in the Miniature Range at Volunteer Headquarters at 5.30 p.m.

Lecturer: Lieut. L. T. Ride, M.A., M.R.C.S., L.R.C.P., M.B., B.Ch. (Sd.) M. M. MELLOR, Acting Commandant, Nursing Detachment, H.K.V.D.C.

NOTICE
Sergeants Mess Meeting

A General Meeting of the members of the Mess will be held on Wednesday, February 6, 1935 at 6 p.m.

A full attendance is requested (repeated).

To Let
To let for ten months from March 1, 1935.

A fully furnished modern flat at No. 7 Carnarvon Buildings, Carnarvon Road, Kowloon.

Dining Hall, Drawing Room, Verandah, two Bedrooms, two Kitchens and Servants Quarters.

Rent inclusive of Rates and Taxes—\$170 per month.

HELEN WILLS
May Play At Wimbledon This Year

New York.

Mr. Helen Wills Moody, who gave up tennis after her defeat by Miss Helen Jacobs for the United States championship, will probably compete again at Wimbledon this year.

"For eighteen months, I haven't laid hands on a tennis racket," she said to a Daily Express correspondent. "But I am quite sure I shall be able to make a comeback."

"As soon as the warm weather returns I expect to start playing. It will follow a gentle programme of training and if my spring workouts are successful, my heart is set on returning to Wimbledon this year."

"SMITH PREMIER" TYPEWRITER BARGAINS

MONARCH PORTABLE	\$ 75.00
NOISELESS STANDARD	\$150.00
STANDARD 10	\$175.00
" 12	\$185.00
" 14	\$200.00
" 18	\$225.00
" 20	\$250.00

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TAKE A RECORD HOME TO-NIGHT
THE NEW COLUMBIA RECORDS THIS MONTH
CONTAIN MANY 'STAR' SURPRISES FOR YOU

DX589—Pomp and Circumstance... Marches ...
B.B.C. Military Band.
DX596—Comedy Land ... Columbia Light Opera Co.
DX598—Chu Chin Chow... Malcolm McEachern.
DX600—Lullaby Land ... Len Fillis and Novelty Orch.
DX602—If You Were The Only Girl ...
Gibbons and Boy Friends.

The Anderson Music Co., Ltd.

Ice House Street.

Tel. 21323.

CHINESE NEW YEAR FESTIVAL

SPECIAL DINNER DANCE
— ON —
LUNAR NEW YEAR'S EVE

3rd

FEBRUARY

TUE 2 A.M.

— IN THE —
ROOF GARDEN
HONGKONG HOTEL

DINNER \$5.00 PER PERSON

Early Reservations Suggested

Phone 30281

A Special Night in the Roof Garden during which the Band will play the Latest Song Hits from the "Gay Divorcee".

THE HONGKONG & SHANGHAI HOTELS, LTD.

DONATIONS

In Memoriam

The Hon. Treasurer of the Society of St. Vincent de Paul acknowledges with gratitude and thanks the receipt of the following donations to the Society's Funds.

In Memory of the Late

Mr. C. M. C. V. Ribeiro
Standard Vacuum Oil Co. \$25.00
Foreign Staff Oil Co. 78.00
Local Staff Oil Co. 17.50
Chinese Staff Oil Co. 7.00
Club Lusitano 5.00
Various friends per D. P. J.

Lopes 12.00
Various friends per P. Yvanovich 4.00
Various friends per J. B. Pomeroy 11.00
Various friends per A. A. Alves 6.00

In Memory of the Late Mrs. Serefinia Costa

Various friends per D. A. Alonzo 10.20
Various friends per P. Yvanovich 3.00

In Memory of the Late Mrs. Angelina Baste

Various friends per F. Soares 4.00
Mrs. E. D. Fletcher 3.00

In Memory of the Late Mr. J. Landolt

Miss M. McGrann 1.00

NEW ADVERTISEMENTS

HONG KONG CRICKET CLUB.

TENNIS TOURNAMENT

ENTRIES closing date has been extended to FEBRUARY 11th, at 6 P.M.
Hongkong, 1st February, 1935.

DIOCESAN SCHOOL OLD BOYS ASSOCIATION

THE Annual General Meeting and Annual Dinner of the Association will be held in the Chinese Merchants Club—China Building, on February 23rd, 1935, at 7.00 p.m. and 8.00 p.m. respectively.

It is hoped that all Old Boys will be present at both the above.

Tickets can be obtained at the following places:—

- B. C. Randall—Benjamin & Potts, Ice House Street.
- P. H. Sin—P. H. Sin & Co., 14, Queen's Road C.
- W. N. Thomas—Bank of China Building.
- J. L. Young—Says—43, Cumberland Road, Kowloon Tong.
- Keneth Chan—Gande, Price & Co.
- Kwok Chan—Banque de l'Indo-Chine, French Bank Building.
- Peter Wong—A. S. Watson & Co., Alexandra Building.
- Wong Sik Chung—H. K. & Kowloon Wharf & Godown Co.
- Dr. Arthur Woo—China Building.
- T. S. W. Chan—Diocesan Boys' School.

(Signed) T. S. W. CHAN.

Hon. Secretary.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF GREGORIO TOLentino, Late of Manila in the Philippine Islands Gentleman, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897, made an order limiting the time for Creditors and others to send in their claims against the above estate to the 28th day of FEBRUARY, 1935.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 31st day of January, 1935.
JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Princes Building,
Ice House Street,
Hong Kong.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF WILLIAM POPE, Late of 11, Ice House Street and the Royal Naval Dockyard, Victoria, in the Colony of Hong Kong, CHARGEMAN OF SHIP FITTERS, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an order limiting the time for Creditors and others to send in their claims against the above estate to the 2nd MARCH, 1935.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

DFACONS,
Solicitors for the Administratrix,
1, Des Voeux Road, Central,
Hong Kong.

NOTICE.

THE Public are hereby notified that on and from Friday February 1st, 1935, the Motor Coach which leaves Kowloon daily at 2.25 p.m. for Shum Chun and departs Shum Chun daily at 7.15 p.m. for Kowloon, will run on Saturdays, Sundays and Public Holidays only.

R. D. WALKER,
Manager and Chief Engineer,
Kowloon-Canton Railway.

ADVERTISEMENTS.

NOTICE.

HONG KONG WATER SUPPLY.

It is hereby notified that a constant supply of water will be given in all districts on the 2nd, 3rd and 4th February, in connection with the Chinese New Year Festival.

R. M. HENDERSON,
Water Authority.

PUBLIC WORKS DEPARTMENT,
Hong Kong, 30th January, 1935.

BANK HOLIDAYS

IN Accordance with Government Ordinance, The EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on MONDAY and TUESDAY, 4th and 5th FEBRUARY, 1935. (China New Year Holidays).

Hong Kong, 31st January, 1935.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ordinary Yearly Meeting of the Shareholders in this Corporation will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., 18, Pedder Street, Hong Kong, on Saturday, the 23rd February, 1935, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1934.

The Register of Shares of the Corporation will be closed from Monday, the 11th February, to Saturday, the 23rd February, 1935, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
V. M. GRAYBURN,
Chief Manager.

Hong Kong, 1st February, 1935.

THE CHINA LIGHT AND POWER CO. (1918) LTD.

NOTICE is hereby given that the electricity supply to the New Territories will be interrupted at the times given below on Sunday, 3/2/35, for the purpose of carrying out essential maintenance on the main transmission line:—

7.00 a.m.—TUNG WAN, SHAN TUNG, KAM TIN, YUEN LOONG and CASTLE PEAK.

8.30 a.m.—SHATIN, TAIPO, FANLING, SHEUNG SHUI, KWANTAI and SIA TAU KOK.

Supply will be restored before dusk.

HONGKONG TRAMWAYS LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING OF HONGKONG TRAMWAYS LIMITED will be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., Hong Kong, on THURSDAY, the 21st day of February, 1935, at 12 o'clock NOON, to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from WEDNESDAY, the 6th to THURSDAY, the 21st February, 1935, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE THIRTY-SEVENTH ORDINARY YEARLY MEETING OF THIS COMPANY will be held at the Office Messrs. Jardine, Matheson & Co., Ltd., on Tuesday, the 12th February, 1935, AT NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1934.

The Register of Shares of the Company will be CLOSED from Monday, the 4th February, 1935, to Tuesday, the 12th February, 1935, both days inclusive.

By Order of the Board of Directors,
F. H. ORAPPELL,
Secretary.

Hong Kong, 26th January, 1935.

ADVERTISEMENTS.

NOTICE.

HONG KONG FOOTBALL ASSOCIATION.

OWING to the unavoidable change of dates of the Interport Football Matches, holders of tickets for the Matches originally arranged will have the option of retaining them for the corresponding amended matches or having their cash refunded on application to the booking office from which they purchased their tickets.

Refunds may be obtained up till Noon on Saturday, February 2nd.

The re-arranged fixtures are:—

SHANGHAI v. HONGKONG

Monday, February, 4th.

SHANGHAI v. CHINESE

Tuesday, February, 5th.

SHANGHAI v. SERVICES

Thursday, February 7th.

G. T. MAY,

Honorary Secretary.



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ENGAGEMENT

BLAND-DAVIDSON-The engagement is announced between Christopher, elder son of the late Capt. A. E. Bland and Mrs. Bland, of Sutton, Surrey, and Winifred Elizabeth, eldest daughter of Mr. and Mrs. H. W. Davidson, of Keljo, Korea.

BIRTHS

JAMIESON.—On January 22, 1935, at Faber Krankenhaus, Tsing-tao, to Mr. and Mrs. J. Jamieson, a daughter. Both well.

PAYNE.—On January 26, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. A. J. Payne, a daughter.

DEATH

MITCHELL.—Thomas Mordy Mitchell, at the French Hospital, February 1. Funeral will pass the Monument at 4.00 p.m. to-day.

ERRATIC CAREER OF A TORPEDO

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Jan. 31.

An error which would prove disastrous under active service conditions was made by gunners of the French torpedo boat "Ouragan" during target practice off Brest. The crew of one of the torpedo tubes made a false adjustment to the mechanism with the result that the torpedo, after describing a graceful curve, landed with a heavy thud in the stern of the ship, making a large hole in which it stuck. All watertight doors were immediately closed and the damaged ship was able to proceed to Brest where she was Transocean Kuo Min.

WESTERN AUSTRALIA'S SECESSION

London, Jan. 31.

The House of Lords this evening agreed to a motion moved by Lord Hallisham to appoint a committee of both Houses "to consider the petition of the State of Western Australia for a Bill to effectuate the withdrawal of the people of Western Australia from the Federal Commonwealth of Australia, and to consider whether the same is proper to be received."

Lord Hallisham said the Commonwealth of Australia and the State of Western Australia both desired to be heard on these grave issues.

British Wireless.

Editorial and Business Office: 11 Ice House Street. Tel. 30881.
Night Editor (Wanchai Office): Tel. 34311.
London Office: 33, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 2, 1935.

BRITISH TRADE STILL

The figures of Great Britain's overseas trade for 1934 tell a gratifying tale of substantial improvement. Imports, which include raw materials, are up by over £57,000,000, exports by £28,000,000 and re-exports by £2,000,000. The exports are the highest since 1930, and the imports since 1931. Previous to the latter year imports had been rising fast, while exports were falling precipitously. The former tendency was summarily checked by the measures taken by the National Government, even while the export trade was still being battered by the general economic blizzard and by the frantic efforts of economic nationalism everywhere to sell without buying. Great Britain is once more doing the largest export trade in the world, but she has a long way to go to get back to the peak figures, which some think will never be reached again.

More than half the total increase in imports of £57,000,000 is in raw materials, the rises both in wood and in rubber being over £9,000,000. In Britain's exports machinery, iron and steel, woollen and worsted yarns, and vehicles take the lead. Of cottons the best that can be said is that the outgoing trade was slightly better than last year, but nearly £4,000,000 worse than in 1932, which was a very bad year. Considering the severe restraints placed on international trade the general figures of the year are relatively good, and are certainly better than those of Britain's trade rivals. Most of Britain's increased business has been with the Dominions, especially with India and South Africa. The Ottawa Agreements have not achieved all that British manufacturers hoped from them, but inter-imperial trade would have been much less without them, and Mr. Runciman's series of commercial agreements also find their justification in these tables.

Whether the International Shipping Conference, which is to be held in the spring, will achieve any marked improvement remains to be seen. The preliminary conference which has assembled in London set up a committee to draft a rationalisation scheme with the object of eliminating the mass of redundant shipping which prevents freights from improving. Their proceedings will be closely watched for the first signs of joint action among countries which all have idle ships languishing for want of remunerative cargoes.

Official quarters term the alleged basis for the forthcoming discussions published on Thursday by the "Times" as "incorrect and unauthoritative," but nevertheless the rumour persists in political circles that the broad lines of the agreement have already been reached in the preliminary conversations held in Paris and that these resulted in very considerable concessions by Great Britain to the French standpoint.

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SINCERITY OF JAPAN

Soviet Expresses Doubt

Moscow, January 31.

The repeated refusal of Japan to enter into a pact of non-aggression with Russia casts a serious reflection upon the sincerity of the Japanese desire to establish friendly relations, declared M. Molotov, in a final speech to the delegates of the All-Union Soviet Congress.

M. Molotov rejected the feasibility of establishing a demilitarised zone on the Manchukuo-Russian boundary as advocated by Mr. Koki Hirota, the Japanese Foreign Minister, and drew attention to the fact that Japan had violated the Portsmouth Treaty guaranteeing the sovereign rights of China over Manchuria.

Reuter.

MONGOL INVADERS DRIVEN OUT

Changchun, Feb. 1.
The Kwantung Army announces that all the Mongol invaders were driven out yesterday evening and tension has been dissipated.

Reuter.

ECONOMIC CONFERENCE PROPOSAL

To Discuss Plans For Trade Stimulation

Washington, Jan. 31.
The proposal that the United States should "father" a World Economic Conference to discuss plans for the stimulation of trade, was made by Mr. Cordell Hull, Secretary of State, when he spoke to the Agricultural Committee of the Senate to-day.

He advocated a gathering of all interested nations at a conference, the object of which would be the reduction of trade barriers, and the promotion of inter-change of commodities.

JAPANESE SUPPORT

Tokyo, Feb. 1.
Mr. Cordell Hull's proposal to the Senate that a new World Economic Conference be convoked

for discussing the stimulation of international trade has been favourably received in official circles here. A Foreign Office spokesman said he had received no official information regarding the proposal and Japan will define her attitude when an official invitation is received. The spokesman added that, if it is to promote international trade it is in accordance with Japan's desire.

The Vice-minister of Finance, Mr. Trushima, who formerly was Financial Commissioner in London and Paris, told newspapermen that Japan should have nothing to object to in Mr. Hull's proposal for a new World Economic Conference which was a good idea in itself.

Reuter.

FRENCH VISIT TO LONDON

Cordial Send Off In Paris

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Jan. 31.

M. Flandin and M. Laval who left for London on Thursday noon were given a cordial send-off, the entire cabinet as well as the British Ambassador, Sir George Clerk, and many other prominent personalities having assembled at the station to bid the ministers bon voyage.

The ministers are expected to return from London on Monday, a Cabinet Council having already been called for Tuesday when they will report on the results of their London discussions.

Transocean Kuo Min.

LONDON WELCOME

[Special to the "Hong Kong Daily Press" (Copyright).]

London, Jan. 31.

M. Flandin and M. Laval arrived in London shortly after 7.30 on Thursday evening where they were met at the station by Mr. Ramsay MacDonald, Sir John Simon, Lord Privy Seal Eden and other members of the Government, after having first been welcomed at Dover by the French Ambassador, M. Corbin.

Official quarters term the alleged basis for the forthcoming discussions published on Thursday by the "Times" as "incorrect and unauthoritative," but nevertheless the rumour persists in political circles that the broad lines of the agreement have already been reached in the preliminary conversations held in Paris and that these resulted in very considerable concessions by Great Britain to the French standpoint.

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LONDON MARKET REVIVES

Commodity Fears Dispelled

London, January 31.
Commodities to-day were more cheerful, owing to the abatement of fears regarding the pepper settlement of February 8.

The chief buyer of pepper recently has been a firm which is reportedly acting for a group interested in pepper and shellac, as well as copper and other commodities. It is rumoured that this firm's capital has been increased by £485,000 and also that its members are responsible for the recent large sales of copper, in which over £250,000 changed hands.

It is known, furthermore, that this firm has disposed of its surplus supplies of shellac.

In view of the reported augmentation of its resources and the possibility of its obtaining outside assistance when the February commitments fall due, brokers are taking a more optimistic view of the situation and are not apprehensive of a break in the market caused by sudden unloading.

Reuter.

NEWS SUMMARY

H. M. the King has been pleased to approve the issue of a series of special postage stamps to commemorate the 25th anniversary of his reign. Page 7.

The entries and weights are published for the next meeting of the Fanling Hunt and Race Club to be held on February 2. Page 10.

Mr. Inglis Hosang was admitted as a barrister of the Supreme Court yesterday by the Chief Justice. Page 7.

Mr. Wynne Jones the magistrate commended seven Boy Scouts yesterday for effecting the arrest of a bag snatcher, who was sentenced to four months' hard labour. Page 6.

A farewell tea party was given in honour of Dr. D. K. Samy by the Medical Society of the University yesterday. Dr. Samy is setting up in private practice. Page 7.

The Shanghai Ladies' hockey team arrived yesterday by the Tatsuta Maru and were met by the H.K. Ladies Hockey Association. Page 10.

As a result of a fight in the street yesterday an American seaman died from the result of a stab wound. Page 6.

The driver of the lorry which was involved in the tragic motor accident on Island Road was charged before the Magistrate yesterday with manslaughter. Page 6.

For being in possession of two forged \$50 notes a sentence of six months' hard labour was imposed on a Chinese. Page 6.

Three men were committed to stand their trial at the next Criminal sessions for being in possession of a mould for making counterfeit coins. Page 6.

her adhesion to the pact conditional on its participation also by England and Switzerland, were however, denied in informed quarters where it is pointed out that there could be no question of making any such reservations and demands or even suggestions at the present stage of discussions.

Transocean Kuo Min

LOCAL AND GENERAL

As from Wednesday next, February 6, all districts in Kowloon and New Kowloon are to be placed under water restrictions. The hours of supply will be from 5 a.m. to 11 a.m. and 4 p.m. to 9 p.m.

The Rev. J. H. Robinson and Dr. Fish, two missionaries from Kweichow Province spoke yesterday at the Leland Wang's Preaching Hall, 12 St. Stephen's Lane, Bonham Road. There was a large attendance.

The record of rainfall during January recorded at the Botanic Gardens totalled 1.37 inches. Rain fell on six days of the month: 1st, 0.1 in., 2nd, .34 in., 25th, .23 in., 26th, .29 in., 27th, .33 in., and 31st, .11 in.

The new building of the Bank of Canton, 52 Ningpo Road, Shanghai, will be officially opened on Tuesday.

A new club is now in process of formation in Hankow under the name of the Hankow International Bridge Club. The purpose of the club will be to have regular weekly meetings and inaugurate tournaments and duplicate competitions.

The Grill Room of the Astor House Hotel, Shanghai, has been engaged for the Shanghai Rugby Union Football Club "Interport" Ball and Supper which is taking place tonight.

Banks which have closed for liquidation will be denied the privilege of issuing banknotes even when they have secured permission from the Ministry of Finance to reopen, according to a suggestion to be submitted to the Executive Yuan for approval by the Finance Ministry. The same rule, it is approved, will be applied to the banks which, although their applications for issuing banknotes

During the week-end the Head Office of the Bank of China moved to the premises which it will occupy at 50 Hankow Road during the time of the important rebuilding operations for that bank. The Shanghai Branch of the Bank will move to Hankow Road during the forthcoming Lunar New Year Holiday. The task of moving so large a business undertaking is of course, formidable and has called for the exercise of exceptional qualities of detailed organization. So admirably did the Bank's staff meet the call on its powers that the Head Office's move was reported yesterday to have been smoothly accomplished to the uttermost item of furniture and desk equipment. When the Bank's new offices are finished, the Bund will be adorned by a magnificent structure which will extend as far back as to Yuen Ming Yuen Road.

The annual General Meeting and Annual Dinner of the Diocesan School Old Boys Association will be held in the Chinese Merchants Club, China Building on February 23, at 7.00 p.m. and 8.00 p.m. respectively.

Dr. F. L. H. Pott, for 45 years President of the St. John's University, Shanghai, where many of the present day statesmen, diplomats and well-known doctors and merchants in China have been students, will give an address at the Union Assembly Hall, Hong Kong University, on Tuesday, 5th February, 1935, at 8 p.m.

Dr. Pott will meet his friends and old students this morning at 10 a.m. at the Hong Kong Hotel.

There was a clean bill of health for the 24 hours ended January 31.

TRADE REVIEW SUPPLEMENT

Hongkong Daily Press.

ESTABLISHED 1857

SATURDAY, FEBRUARY 2, 1935

Registered as a Newspaper at the General Post Office in the United Kingdom.

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TRADE REVIEW OF 1934

COMPREHENSIVE SURVEY OF LOCAL BUSINESS SITUATION

The depression in South China and therefore in Hong Kong has been the most noticeable factor in trade during the past year. An unfavourable balance of trade in the South of China as yet unrelieved by improved remittances from Chinese emigrants abroad has resulted in decreased purchasing power. The general situation has resulted in decreased revenue to the Province of Kwangtung a partial result of which has been efforts to increase taxation in that Province. It is, of course, most unfortunate that this sequence of events should obtain as increased taxation, according to the law of diminishing returns, brings in its wake a decrease in trade. The vicious circle is thus completed and the problem is to know how it may be broken. If the Chinese Government were with one bold stroke to abolish taxation on exports some improvement in the carriage abroad of China products might be expected. The increase in exports would help to pay for imports and thus the wheel would commence to turn in the reverse direction.

SECURITY THE KEYNOTE

Another means of evening up the trade situation would be by the contraction by China of foreign loans for industrial purposes. This would also be of ultimate economic benefit to the country. Security, however, is the principal factor and so long as China appears to be unwilling to afford full and complete security to foreign enterprise in China so long will it be impossible to attract foreign capital. Another suggestion has been made, that of prohibiting the importation into China of certain foodstuffs. If there was any possibility in the near future of China producing her own requirements in foodstuffs this might not be a bad move. As things are, however, prohibition of imports of foodstuffs will merely add to the hardships of the poor people without much increasing production. To increase production intensive agriculture on modern lines will be necessary and there is as yet but little organization through which this can be effected. Improvement in this direction will therefore be slow.

Commission Sitting

This question of Hong Kong's depression is now receiving the serious attention of an Economic Commission appointed by H.E. The Governor, whose report it is hoped will shortly be forthcoming. While this will be read with great interest, however, we must remember that the efforts of this Commission cannot alter external influences and that the prosperity of Hong Kong depends greatly on outside factors.

Nationalistic Spirit

An appreciation of the trade position of Hong Kong involves consideration of world wide trade. We must remember that world trade has decreased during the last few years and that nearly every country in the world has adopted a policy of closely conserving its own resources, developing its own products and industries, and as far as possible excluding those of other countries. Such policy carried to its logical conclusion would mean the destruction of a very considerable volume of international trade. It is therefore conceivable that this economic nationalistic spirit will greatly be modified in the next few years probably by series of agreements between countries or multilateral trade agreements. As with increase in rapidity of communications it does not appear sane that countries will want to revert to the dark ages so must international trade again become a world occupation. In the meantime the free port of Hong Kong is in an unenviable position. It is indeed an oasis of free trade surrounded by deserts of tariff protection. The difference between Hong Kong and the geographical simile is however that for the time being the oasis flourishes little or no better than the deserts.

A Wrong Impression

In considering the trade and commerce of Hong Kong many are prone to think that much can be done by Hong Kong itself to improve the position. That this is erroneous can readily be seen when we realize that not more than one-tenth of the imports are con-

sumed in Hong Kong and certainly not more than one-tenth of the exports are Hong Kong produce. Hong Kong is, therefore, a passage for trade and that passage is controlled at the two ends by factors over which Hong Kong has no control. At one end is mainly China, the economic development of which, though of great potential value, is only just beginning. While at the other end are all the countries of the world trading with China. It is pleasant to note with regard to the latter that there is a slight turn of the wheel towards prosperity. Particularly is this noticeable with regard to the United Kingdom. There are two occasions in the year when the British people, through the person of the Chancellor of the Exchequer, take stock of their financial and commercial position. The first and greater occasion is the day on which the Budget is presented by the Chancellor to the House of Commons. This is in the spring of the year. Later, at the beginning of autumn, the Chancellor is the chief guest at an annual dinner given at the Mansion House by the Lord Mayor, at which it is customary for all the heads of the great British banks to be present, headed by that redoubtable figure, the Governor of the Bank of England.

The Position in Britain

Perhaps the latter event allows of a more dispassionate review of British trade. No new taxes are proposed or remitted, and no political motives detract from the objective presentation of the case. For this reason Mr. Neville Chamberlain's recent observations on British trade at the dinner at the Mansion House have a peculiar value, and a summary of certain of his remarks is given here.

The speaker began by pointing out that any calculations as to the state of trade based on returns of revenue which are from time to time published are almost certain to be fallacious. The bulk of the inland revenue comes in in the first quarter of the year, and until then not even Treasury experts can prophesy with any accuracy what the outcome of the year may be. But, added the speaker, there are available some figures relating to trade which show what the movement is. These Mr. Chamberlain proceeded to give and they are quoted here.

Taking the figures for production by British industries, the speaker remarked that it was certainly satisfactory to observe that in nearly all cases they showed a marked advance as compared with similar figures for last year. Take, he said, those for the second quarter of the year. In the case of textiles—not generally considered one of Great Britain's most prosperous industries—the index of production is now 91, as against 88 last year. For chemicals it is 109, against 97; for iron and steel 104, against 78; and non-ferrous metals 142, against 104. Railway receipts have advanced, not spectacularly but appreciably. As to shipbuilding, the tonnage under construction has doubled, and at the same time the volume of shipping laid up has been halved.

Turning to building plans, always a good indication of a country's prosperity or otherwise, Mr.

Chamberlain said that the value of those approved during the first months of this year was £58,500,000, against £49,000,000, and only £37,000,000 the year before. This figure is of particular importance because there are so many ancillary industries dependent upon the building trade and because it gives so large an amount of employment. Lastly, the speaker took the index of retail trade, which he explained was less sensitive than the production index and always lags behind it. In August this year the index showed an advance of 5 per cent over the same month of last year. This indicated that the general improvement in the condition of industry is now beginning to affect the purchasing power of the British people.

Encouraging Picture

Taken as a whole, Mr. Chamberlain thought that the picture presented by these figures is definitely encouraging. The figures pointed to this—that the improvement in trade has been carried farther than one might expect if one confines one's attention to those figures which bulk most largely in the public mind—namely, the figures of unemployment. These latter figures were affected by the increase in the population and the ever-increasing progress in the mechanization of industry with its consequent displacement of labour. This latter aspect Mr. Chamberlain characterized as one of the most "disconcerting" in modern industrial life. It may be added that a subsequent speaker, namely, the Governor of the Bank of England, drew the company's attention to the fact that unemployment in Great Britain has been reduced to something like one-quarter in the last year or two.

In his concluding remarks Mr. Chamberlain observed that the noted improvement was mainly in the home trade. Nevertheless, during the first eight months of 1934 British exports exceeded the value of those in the corresponding period of last year by more than £20,000,000. Since this speech the Board of Trade statistics have been issued showing that this improvement continued in the ninth month, i.e. September. British exports in that month scored the highest total for any month of this year.

China

As regards China, that country would appear to be at the beginning of a new phase of development which will deserve all encouragement and assistance. It is to be hoped that vigorous action will be taken by the Chinese authorities to cut down all the overwhelming unproductive expenses and to concentrate on productive development and the decrease of taxation. Machinery and equipment will be more and more required. It is therefore, in the best interests of China to cut down duties and charges on production and export to a minimum in order that goods may be sent abroad to pay for the means of development. There is but little doubt that high tariffs not only tend to produce low revenue and an increase in smuggling, but that they also stultify trade.

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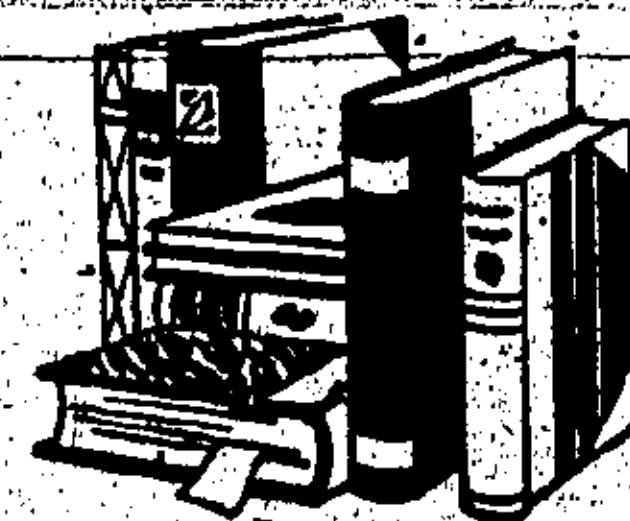
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RAW SUGAR MARKET

Export Trade From Hong Kong Limited

The past year has been no kinder to the Sugar industry than the previous three years, and world's prices have steadily declined.

At the end of last year the prohibitive duties on foreign Sugar were interfering with the Hong Kong trade as most of the Sugar imported for the open market finds its way to South China and the export trade was mostly in the hands of smugglers.

At the beginning of the year under review the Kwangtung Provincial Government declared Sugar a Government monopoly and took over the entire distribution of Sugar in that Province. Work was immediately started on the erection of Sugar factories, and there are now four mills, three of which are completed and the other well on the way. During the time the Centrals were building, the Provincial Government imported large quantities of Java Sugars for sale throughout the Province, such Sugar being bought through the regular channels in Hong Kong.

During the last few days of the year milling of Cane was actually started in one of the factories and it is reported that there are large quantities of Cane available, as at the price offered by the Monopoly, selling Cane is a more attractive proposition to the farmer than producing native Sugar in the old bullock-power plants.

Smuggling Checked Jan. 1934 Dec. 1934

The formation of the Monopoly undoubtedly checked the smuggling.

The present high rates of duties on Sugar into China came into effect on 1st April 1932 and it is interesting to compare the official export figures for Raw White Sugar before and after that date:

giling to a great extent, thereby putting money into the Provincial Treasury instead of the smugglers' pockets, and providing the wherewithal to pay for the mills, without diverting trade from the Colony. Since the Monopoly started, the shipments of Raw White Sugar (the grade chiefly carried by smugglers) to Macao have fallen off, considerably whereas shipments to Canton have increased.

The actual distribution of Sugar was only taken over by the Monopoly in May and for the first four months of 1934 the total shipments of Raw White Sugar from Hong Kong to China amounted to only 35,881 piculs.

At the close of the year the Raw Sugar Market was very depressed and buying consisted only of small nearby parcels. There are rumours that American Granulated Sugar is being brought to Hong Kong, and that a large quantity of Cuban Browns is being transferred here from Shanghai and, as both lots are intended for the open market, lower prices are expected all round.

The actual imports of Raw Sugar into Hong Kong during 1934 average about the same as the previous year.

Prices in the open market have declined as under, viz:—

Raw Whites	\$5.75	\$4.05
Raw Browns	\$5.45	\$3.80

SHIPMENTS OF RAW WHITE SUGAR TO

Year	China	Macao	Kwangchow
1931	1,435,144	268,415	227,389
1932	843,160	447,987	239,890
1933	242,356	580,421	209,315
1934 (estimated)	550,000	250,000	130,000

HONG KONG'S COMMERCE

December Figures

Figures for the month of December, 1934 show that imports of merchandise into the Colony amounted to a declared value of \$38.3 millions (\$32.2 millions), as compared with \$36.8 millions (\$26.6 millions) in December of 1933; an increase in terms of local currency of 4.1%.

Exports of merchandise totalled \$28.4 millions (\$24.4 millions), as compared with \$28.0 millions (\$22.0 millions); an increase in terms of local currency of 1.8%.

COMMODITY FIGURES
The total values by main groups of commodities, with the figures for December, 1933 in brackets are given below:—

	Imports	Exports
Animals, Live	982,055 (1,016,000)	23,293 (24,723)
Building Materials	552,823 (572,774)	290,092 (311,081)
Chemicals & Drugs	524,118 (429,114)	328,422 (218,798)
Chinese Medicines	1,785,638 (2,317,126)	790,804 (864,928)
Dyeing Materials	283,910 (240,876)	247,012 (273,629)
Foodstuffs	9,618,392 (9,218,078)	8,281,117 (9,258,850)
Fuels	1,099,431 (1,176,828)	76,005 (84,816)
Hardware	249,681 (226,347)	161,735 (140,099)
Liquors	238,592 (287,129)	57,095 (105,444)
Machinery & Engines	682,761 (474,350)	620,825 (100,483)
Manures	120,530 (508,540)	182,769 (91,583)
Metals	4,390,809 (3,777,218)	3,374,809 (2,756,572)
Minerals & Ores	407,753 (71,654)	243,251 (154,157)
Nuts & Seeds	695,289 (410,913)	417,947 (300,818)
Oils & Fats	3,308,985 (2,269,200)	2,455,431 (1,800,445)
Paints	136,491 (119,774)	96,478 (107,445)
Paper	858,458 (738,983)	555,713 (549,421)
Piece Goods	5,903,951 (5,387,520)	3,969,333 (4,180,343)
Railway Materials	86,725 (38,378)	535,338 (5,942)
Tobacco	649,488 (422,673)	442,704 (192,046)
Treasure	15,150,788 (2,430,836)	21,394,101 (9,030,557)
Vehicles	229,068 (370,962)	154,428 (123,822)
Wearing Apparel	520,418 (329,331)	912,885 (978,428)
Sundries	881,297 (1,080,717)	1,046,763 (2,045,708)
Electrical Apparatus	198,083 (244,493)	274,280 (225,562)
Hides	193,099 (187,595)	105,869 (189,401)
Leather (All kinds)	308,155 (309,108)	101,055 (76,310)
Manches	228,994 (128,376)	101,250 (185,430)
Others	3,140,457 (3,549,034)	2,859,057 (3,051,084)
Total	53,403,937	49,789,281

IGNITION ENGINES

Improvements Shown

Last Year

Most interesting conversions have taken place recently in the Kowloon Motor Bus Co's buses in Thornycroft and Leyland chassis. The old petrol engines have been taken out and the latest type of Gardner compression ignition engines fitted each developing 80 B.H.P. These engines are noted for their great reliability and risk through fire is practically non-existent owing to the fact that diesel oil is used. These twenty conversions, together with the ten Thornycroft chassis supplied direct from England fitted with Gardner engines, make a total of thirty buses now on the road.

Regarding marine installations, numerous engines have been fitted into Chinese craft and up-country stations. These are mostly used for lighting water. One outstanding job was for the Canton River Pilot which was supplied to the order of the Canton Government. This has proved highly efficient and has been called out on numerous occasions.

BAD YEAR FOR COASTAL SHIPPING

Many Factors Depress Chartering Market

The following report on Coastal Shipping for the year 1934 has been provided by Messrs. Geo. Grimble and Company:—

The year 1934 has been one of the very worst ever experienced by shipowners. With the closing down of numerous old Chinese firms of good repute and of sound financial standing, the difficult position of shipowners was not altogether unforeseen.

The heavy import duty levied by the Indo China Government on Chinese goods, and the recent increased tariff and surtaxes imposed by the Chinese Government on foreign rice, sugar, coal and Manchurian beans, the impoverished state of the Chinese in their own native land, with its attendant limitations, and the commercial influence of the Chinese in Tonkin and Cochinchina, Philippines and Java were root causes which contributed largely to the severe depression in shipping in the year 1934.

Importers Badly Off

No definite plan was formed by rice and coal importers to cover their tonnage requirements for the year. With the poor demand for rice and paddy, and the continual sagging in their prices, merchants were reluctant to commit themselves to long term time charters, as the small consignment Commission of 3% allowed under their rice sales was inadequate to cover the loss in freight rates, lighterage, launch hire and other overhead charges.

Foreign coal importers were also in the same untenable position. On account of the heavy import duty on foreign coals, some 1800 tons of native mined coals from the North River were daily transported in railway trucks, and about 40,000 tons Kallan Coal from Chingwantao were shipped monthly in large sized steamers, all into Canton, duty free. The demand for Tonkin anthracite and Borneo Bituminous coals was therefore correspondingly less, which naturally resulted in fewer ships being wanted for coals from Tonkin to Canton, Swatow and Amoy. The volume of chartering business transacted during the year under review was therefore greatly restricted.

Keen Competition
Steamers provided with Hongkong Government Passenger Certificates competed for coal trips in common with single deckers at even rates. There was but little advantage gained in providing steamers with Passenger Certificates although in former years, such steamers seldom failed in securing employment, even when the freight market was weak and little interest was displayed in purely cargo carriers.

The increased passenger quotas granted by the Government of Federated Malay States placed owners of regular liners at a distinct advantage, as the monthly allowance to an outside steamer not allotted with a passenger quota, was 25 male emigrants only. Business arranged for "outside" steamers with Government Passenger Certificates this year, with few exceptions, was more of a speculative nature. The heavy expenses incurred through overhauling and refitting them to enable them to comply with the Board of Trade requirements for Passenger Certificates were quite disproportionate to their paltry earnings.

Early in the year, two British steamers, the s.s. "Haldia" and "Borneo" both provided with Hongkong Government Passenger Licenses and both formerly employed in the Saigon and Haiphong rice trade for over ten years, were sold to Chinese buyers. No attempt was made by their owners to replace these Hongkong registered British steamers after their sales.

Tramp Steamers
With the demand for tonnage throughout the whole year remaining at a minimum, and with regular liners and timechartered steamers performing their round trips with a very high percentage of empty space on board at all times, only two courses were open to "tramp" owners if they did not feel inclined to resort to laying up their vessels. They must either choose between accepting current market rates, which were far poorer than what was considered to be the poorest during slack months in former years, or making arrangement with shippers to employ their steamers, best possible, on usual berth terms, without any guarantee from shippers for full cargoes.

January
Shipowners generally focused their attention on rice freight from Saigon to Bangkok to Hongkong in

the month of January. Owing to the sluggish state of the local rice market, however, tonnage was not wanted at Saigon, and only a limited number of steamers could be accommodated for Bangkok/Hongkong if owners cared to accept reduced rates for round trips.

February and March
Some interest was shown for tonnage on trip and/or timecharters in February and March. After a long spell of inactivity, Saigon rice merchants decided to import a few cargoes to arrive at Hongkong immediately after the Chinese New Year Holidays (14th/16th February). Several fixtures were recorded at 22/26/27/23 cents per picul. The highest rate paid was 27 cents for a China Navigation Co's steamer of 36/38000 piculs rice capacity.

Towards the end of March, Chinese emigrants from Swatow and Hongkong for Straits Settlements were freely offering on the berth, and a few cargo and passenger steamers, which were released by Saigon millers from their time charters, were taken up by other charterers who were interested in the coole traffic.

Further sales of local steamers were reported. The British s.s. "Pong Tong" and the Chinese s.s. "Dorry" were acquired by Shanghai Chinese for \$75,000— and \$40,000— Hongkong Currency, respectively. The first named steamer was also employed in the Saigon/Hongkong rice trade in former years.

April
April opened with a fair demand for spot steamers which could arrive at Hongkong not later than the 15th in order to enable local rice merchants to tranship their cargoes to Canton before the increased surtax came into force on the 15th. All vessels fixed in early April for Saigon/Hongkong received extraordinarily quick despatch.

In spite of the labour strike in Bangkok, local importers took a few steamers for round trips of Hongkong/Bangkok/Hongkong, paying \$12,500.00 lumpsum, for a steamer of 50,000— piculs rice capacity.

May and June
The freight market quietened down in May. A steamer, owned by Chinese millers had to be laid up. Apparently her owners preferred to discontinue operating her after having suffered heavy losses on their rice sales.

For the numerous steamers fixed Saigon/Hongkong in end of May and early June, charterers were unable to provide full cargoes. The local rice market having declined before the arrival of some of the tripartite steamers in Saigon, shippers were unwilling to embark upon further losses. A Chinese steamer of 3500 tons deadweight fixed for a 2 months timecharter at the end of April for delivery at Hongkong, middle of June, for the Saigon/Hongkong rice trade, was offered in the market at \$7,500.00 per month for sub-charter. The berth rate Saigon/Hongkong recorded from 20 to 3 cents per picul, and the market was then also bare of enquiries for tonnage in other trades.

Monotonous as the aspect of the freight market now was, events towards the end of June unexpectedly took a favourable turn, which extricated local rice merchants from their precarious situation, and assisted them in disposing of their heavy stock of rice which had been lying in the local godowns.

EUROPEAN FREIGHT

Report From British Concern

A British Shipping firm sends as follows:—

Whatever else Exports from Canton and Hongkong may mean to those directly interested in this trade it can be safely stated that the European Lines serving this port cannot look back to the year 1934 with any idea of congratulating themselves on earnings derived from the tonnage exported. Statistics show that actual tonnage exported was practically on a par with the preceding year but freight rates on the principal commodities from South China have been at an unremunerative level.

Business in Raw Silk with France has not increased in volume and trade with India in this respect shows considerably reduced figures.

General Trade with India was poor, particularly during the latter part of the year, attributable no doubt to exchange appreciation and a consequent adverse effect on exports.

Trade with the Straits Settlements was fair but again at low and unremunerative freight rates. Business with Japan was negligible.

Exports to Australia were moderate with little increase, if any, over figures for 1933.

Imports from Europe were about the same as the previous year at lowest freight rates.

The passenger trade with Europe continued bright during the year and the Chinese Coolie traffic with the Straits increased considerably due to an increased demand for this class of labour in the Settlements.

only practically cleaned up the accumulated stock in local godowns, but also supplied regular liners owned by the China Navigation Co. and the Indo China Steam Navigation Co. with much needed freights in their trips Northwards.

July
The general attitude of merchants in July showed no inclination towards chartering tonnage. In no direction could owners obtain further employment for their numerous steamers completing their tripartite charters. Seven British, one Portuguese, one Chinese and two Norwegian steamers of a total deadweight of 35,000 tons were lying idle in Hongkong and Swatow in the early days of July.

August and September
There were enquiries for local tonnage to load rice from Bangkok and Saigon to North China and India, in August and September, but this had no stimulating effect on the freight market whatsoever. Steamers, controlled by local owners were all under 4500 tons deadweight all told, while charterers based their offers at rates accepted by 6000/8000 tonners owned in Shanghai or London. With the exception of the fixtures of the s.s. "Koromiko" and s.s. "Apoey" for Saigon/India, and the s.s. "Kaituma" for Saigon/Ningpo, no other local steamer participated in the business from July to December.

It would appear that as long as the loss incurred on trips was not heavier than the actual cost of laying up, owners were quite willing to keep their steamers running.

October
After the removal of several steamers from their laying-up berths in October, tonnage once more seemed to be well distributed. Persistent efforts made by coal charterers in filling their tonnage requirements at \$1.80 per ton for Hongkong/Hongkong, \$2.30 for Port Wallut, Shanghai, Straits \$2.00 for Hongkong/Pulo Brani, and \$1.80 per ton for Hongkong/Shanghai met with no response from owners. Rates for Tonkin Coal trips accepted for July and August loadings were so low that even operating their tonnage under strict economy, heavy losses to owners could not be averted, and consequently tonnage was firmly held until the last moment.

November
November witnessed a fair demand for tonnage from Bangkok and Kuching to Shanghai for prompt as well as for December loadings. In addition to all the

N. Y. K. LINE

Local Manager's Report

In common with most shipping companies, we suffered from the prevailing acute depression all these years, and such a position necessitated our exploring every possible channel through which business might be obtained. I am glad to say that in the past financial year, from October last year to September this year, the N.Y.K. carried 3,600,000 tons of cargoes and 150,000 passengers, which figures, although far from being reassuring, nevertheless show a small increase in comparison with those of recent years.

However, the general outlook is none too bright. What is to be expected under the present conditions wherein it is denoted that the total floating tonnage shows an increase of 47% in comparison with that before the War, while the summing up of commodities carried by sea indicates a decline to two thirds of prewar days, and also the average index-number of turnover by tramp steamers shows not merely the lowest level after the War, but also 22.5% lower than prewar?

Conditions in the shipping trade cannot be considered sound so long as policies of governments' subsidies and discriminating tariffs exist. The disastrous loss of equilibrium between world tonnage and world traffic has been leading to futile struggle between national flags, which takes the form of constantly increasing competition in tonnage and speed, as well as dangerous rate war.

International Trade
International trade and commerce need for their development the most efficient and least expensive form of sea transport, to provide a freight and passenger market open to ships of all flags, with freedom from artificial measures designed to promote the interests of vessels under particular flags.

It is a common saying that trade follows the flag, but we venture to say that trade will only make progress when good understanding exists between people; where this understanding is lacking, trade is bound to suffer.

Hongkong is enjoying a unique position in world traffic as a free port. The value and prosperity of Hongkong will be doubled in the near future, not only as the main gateway of South China as hitherto, but also as that of Central China following upon the inauguration of Canton-Hankow Railways.

The N.Y.K. has always been contributing its efforts towards the prosperity of Hongkong since 1889 when our Branch Office was first established here. In addition to all our trunk services including Hongkong as a regular calling port, our Pacific Lines make Hongkong their terminal point, while many N.Y.K. vessels are docked here, despite the depreciation of Japanese currency, thus contributing to this port considerable monetary profit and giving employment to local labour.

PACIFIC TRADE

Slight Improvement

In 1934

A slight improvement is shown during the year as compared to the year 1933. The East-bound service of the Chinese American line had gone out of service during the year, and has been converted into an entirely West-bound round-the-world service. There was consequently a little more business in both passengers and freight.

The alk business between China and America has dropped considerably, the figures showing only half the quantity that was carried in 1933, which was in its turn only half of what was carried in 1932.

Cargoes transhipped at Hong Kong for America is slightly up. This is due to the fact that cargoes from South Africa and India were sent via Hong Kong.

The immediate prospects for the future are not bright, but there is just the possibility that the improvement in the value of the dollar might lead to better business, otherwise the forecast for the year 1935 is once again gloomy.

CHINESE TIN

The volume of business during the year has been about the same as in the previous year, i.e. about 8000 tons. The year, taken as a whole, has shown some small profits, though the local selling price has declined by about HK\$40— per picul, since the middle of the year, in consequence of the advance in the local rates of exchange.

Don't forget when ordering your daily supplies to ask for:—

WHISKY... "White Horse" Merchant's Logan's Liqueur Ancient Scotch

GIN... "Silver Slipper" Dry Melrose Dry & Old Tom

BEER... McEwan's "Red Label" McEwan's Strong Ale McEwan's India Pale Ale Wm. Younger's Light Beer

BRANDY... Otard's 3 Star, V.S.O.P. & 1865 Liqueur Brandy

LIME JUICE... Montserrat

SQUASHES... "Schweppes" Lemon and Orange

GROCERIES... "Aylmer" canned fruits and vegetables. "Chiver's" Jams, Jellies and Custard powders. "Gold Medal" Sardines. "Pacific" Brand Evaporated Milk.

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DIFFICULT YEAR IN STOCKS & SHARES

Slump Relieved Slightly As Year Ends

Contrary to expectations, prices further dropped during the year 1934 in the share market in Hong Kong. There was a complete stagnation of business during the summer months, and although efforts were made to stimulate activities, there was an absence of confidence which militated against a revival.

Towards the close of the year, however, several factors contributed to a slight revival in rates and quotations took an upward turn in many cases.

It was reported in the review for 1933 that there were hopes that the bottom of the depreciation had been reached, but unfortunately during the past year a further large amount of investors' capital vanished in further depreciations.

Why Prices Dropped In 1934

In tracing the causes for the drop in rates during the past year, one must bear in mind that in other directions the general trade depression, instead of lifting, was intensified.

A number of Chinese banks closed during the year, which had the effect of causing a good number of shares, some of them holdings in sound local establishments, being thrown in the market. The chaotic conditions of the Shanghai money market was also responsible for the dumping of some Hong Kong stocks here. Rates accordingly came down as buyers were not anxious, under the conditions then prevailing, to put further capital into the Colony's shares. Coupled with the failure of these banks was the fact that many, who had hitherto been able to invest in the local market, were no longer able to do so for various reasons.

Speculation In Commodities

The fact that facilities for speculation in commodities were made available to the Hong Kong public further affected the situation. Another very important factor was that the "bears" in the market, held sway for a long time and as a consequence there was little confidence shown in local shares which continually showed signs of weakening.

One result of the 1934 depression is that speculation, as it was known in Hong Kong a few years ago, has now been cut to a minimum, and while it would be incorrect to assert that speculation is unknown here, it is undoubtedly a fact that the number of speculators now in Hong Kong is infinitesimal.

Confidence In Hong Kong

One gratifying feature of the year's business is that there is plenty of confidence at home in Hong Kong stocks. Both Banks and Unions did not suffer any big re-acton in the rise of the exchange recorded during the year. This is accounted for by the fact that there have been many inquiries for these shares in London, where investors, specially old China hands, find that the dividends paid on these stocks are higher than the returns obtainable on investments at home.

Some Big Drops

The year has not been without its spectacular features and the drop in Land Investment shares from \$72.50 to the regions of \$50 was an outstanding instance. Holders of this stock, have consequently lost heavily. Another stock which has resulted in heavy loss to share-holders due to depreciation in prices is Green Island Cements. As was revealed in the recent meeting of the Company, Japanese dumping has been almost the sole cause of the loss of many millions of shareholders' money.

In former years, a certain amount of money used to be invested in Hong Kong by clients overseas, but instead of this being the case in 1934, it has to be recorded that stocks outside of Hong Kong began to gain in popularity here in the eyes of investors. The attention of those who like a quick gamble, is even now diverted to Manila, where the gold mines are attracting attention. More business has been done in Manila gold shares in the past year than ever before. The strict supervision of the Philippine Government in connection with the floating of mining companies has earned the confidence of the Hong Kong public and thus a steady channel through which money flows out of the Colony has been established.

These gold shares have risen and fallen during the year and towards the end of the period under review, prices have firmed up and the tendency is upwards for the best stocks.

New Stock Exchange

An event which makes history in the Colony was celebrated in April, when the new Stock Exchange Building in Ice House Street, was inaugurated. As is well-known, the rooms in this building, the Colony's first skyscraper, notwithstanding the depression—are all taken up. The magnificent building situated in the heart of the city lends dignity to the Stock Exchange and is a credit to the Colony. Unfortunately few brokers can report a good year, and it is all they can hope to make ends meet. Such business as was done during the bigger part of the year, was mostly on behalf of clients who were selling in order to arrest the continued dwindling of their capital.

New Banks

The coming into Hong Kong of the branches of several foreign style Chinese banks from Shanghai must be considered an important cause for the revival of business and the gradual firming up of rates. This sign of confidence in the Colony is very flattering and reassuring and has not been left unnoticed by the public. The very low prices prevailing in a number of Hong Kong stocks has at last attracted attention and quite a number of the stocks listed in Hong Kong have turned the corner, though whether it will be subjected to another depression or further "hammering" by the bears during the coming summer, is difficult to say, but the prevailing opinion is that the bottom has at last been touched, and a better market may be looked forward to.

The following may be some of the contributory factors to the amelioration of the market:

Shanghai's unsatisfactory currency and the uncertainty of its future has caused money from the North to be diverted to the Colony. Several Hong Kong Companies will show better results than the previous year.

Trade figures for the last month of the year show improvement for the first time since the previous year.

More branches of foreign banks opening up here.

Possibility of the establishment of a Chinese Customs clearing house in the Colony during the year.

Approaching completion of Canton-Hankow Railway, with the resultant increase in transit and general trade of the port.

The following figures show the falling off in the market value of shares on the last day of the years 1933 and 1934.

	1933	1934
Hong Kong Bank	1835	1645
Canton Insurance	310	270
Union Insurance	590	515
Underwriters	1,65	1,20
China Fire Insurance	525	320
H.K. Fire Insurance	260	235
Douglases	344	40
H.K. Steamboats	124	74
Wharves	117	112
Docks	164	124
Providents (old)	24	140
Hotels	6,20	5,10
Lands	70	544
Humphreys	12	94
Realities	54	5,30
Trams	214	20,20
Peak Tramways (old)	154	12
Peak Tramways (new)	74	7
Star Ferries	100	98
Yau-mai Ferries	244	22
China Lights (old)	94	104
China Lights (new)	9,70	104
Electric	73	724
Telephones (old)	244	25,35
Telephones (new)	15	10,65
Cements (old)	34	2,85
Ropes	84	4,10
Dairy Farms	23	24
Watsons	64	5
Wing On	140	135
Amusements	44	24
Constructions (new)	2	2
Constructions (old)	50,50	50,71

MOTOR TRADE

Increase Of British Makes In Colony

The effect of preferential duty against importation into Hong Kong of foreign motor cars is reflected in the Police Traffic Department's list of registered motor vehicles for last year.

There were 1,240 British cars and taxis registered last year as against 776 in 1933 and the figures for American manufactures were respectively 1,318 and 1,530.

In all 3,999 motor vehicles were registered in Hong Kong during the year, this figure constituting a record. It consists of 2,988 motor cars and 1,011 commercial vehicles. The number of vehicles registered in 1933 were 3,800.

The greatest increase in British cars registered are in Austin and Morris. The Ford (British), Hillman and Vauxhall are other makes which have shown increases.

The following tables will show the number of cars in each make registered during the year:

	1932	1933	1934
BRITISH CARS			
A. C.	5	4	5
Armstrong-Siddeley	34	32	30
Austin	317	396	440
Bean	4	1	2
Bentley	1	0	1
Clyno	11	6	8
Crossley	8	3	4
Daimler	1	1	1
Ford (British)	2	22	47
Hillman	41	79	122
Humber	7	27	30
Jowett	11	10	11
Lagonda	2	2	2
Lanchester	1	1	2
Lea-Francis	1	2	2
M. G.	1	9	13
Morris	228	284	337
Riley	2	4	6
Rolls-Royce	1	1	2
Rover	6	6	4
Singer	15	22	21
Standard	17	31	35
Star	2	2	1
Sunbeam	3	4	2
Talbot	1	2	2
Triumph	6	5	8
Trojan	14	14	5
Vauxhall	9	33	63
Wolsley	18	34	32
Other makes	0	0	4
Total British	776	1047	1240

	1932	1933	1934
U.S.A. CARS			
Auburn (Cord)	14	18	23
Austin (American)	5	5	5
Buick and Marquette	165	153	125
Cadillac	2	2	2
Chevrolet	140	137	136
Chrysler	80	139	63
De Soto	34	31	28
Plymouth	44	46	51
Dodge	35	31	31
Durrant, Rugby and Star	25	15	12
Essex	55	48	39
Ford	257	220	198
Gardner	2	1	1
Graham-Paige	14	8	7
Hudson	17	13	15
Hupmobile	22	27	25
La Salle	2	1	3
Lincoln	3	1	2
Marmon	11	8	9
Rossvell	5	5	5
Nash and Ajax	52	48	47
Oakland	9	8	7
Pontiac	17	24	22
Oldsmobile	15	35	13
Packard	10	11	10
Peepless	1	1	1
Pierce Arrow	2	2	2
Roe	5	6	4
Rockne	0	0	21
Studebaker	174	147	177
Stutz and Black Hawk	1	1	1
Willis-Overland	65	120	95
Knights	55	1	44
Whippet	99	80	74
Other makes	41	36	20
Total U.S.A.	1550	1458	1318

	1933	1934
CANADIAN CARS		
Buick and Marquette	9	17
Chevrolet	18	63
Chrysler	1	4
Plymouth	12	20
Dodge	2	2
Durrant, Rugby and Star	0	3
Ford	46	123
Rockne	0	1
Studebaker and Erskine	4	8
Willis-Overland	3	3
Whippet	0	0
Total Canadian	104	252

*Registrations during 1932-1934.

THE HOUSE OF HAIG

Three hundred and ten years ago, in a crudely improvised still, hidden away among the heather, the first Haig Whisky was produced. That was the genesis of the House of Haig. It was a modest enough enterprise. Nevertheless, it laid the foundations of an industry whose ramifications have spread to every corner of the civilised world. The sponsor of the enterprise, Robert Haig, a member of an old and distinguished Border family, was hailed before the local church authorities and rebuked for Sabbath-breaking. But, being a Haig, and possessed of that tenacity which is generally supposed to be the peculiar attribute of men of northern birth, he persisted in the laudable endeavour to supply his friends and customers with what his friends and customers wanted and if the truth were known, it was doubtless this tenacity and persistency that ultimately won official recognition for the distilling industry, which in the course of time was to provide the Exchequer of the Country with untold millions in revenue.

For centuries before the incident recorded the Haig family was a power in the land. Their connection with Scotland dates back to the day of Malcolm Canmore, who ruled in the eleventh century. And throughout the ages the name of Haig has figured conspicuously in peace and war.

Robert Haig, the first distiller of Scotch whisky, fought gallantly at Ancrum Moor. The Haigs were in two of the Crusades, and for this service were granted the right to use the Cross of St. Andrew on their Coat of Arms. And so, through the centuries, and in the building of the British Empire, the Haigs have fought with brain and brawn for their King and Country. Their record culminated when the late Earl Haig of Bessersyde rose to supreme command of the mighty and victorious armies of Britain in the Great World War. Thus are history and romance interwoven with industry and commerce in the story of the House of Haig.

Robert Haig, with whose exploit this record opened, spent his early years in Holland, where he learned the art of distilling. He left Bessersyde in 1823 and settled in Thors, Stirlingshire, and there set up the first Haig Whisky still. It was for operating the still on a Sunday that he was summoned to appear before the Church authorities, and from the records of the Auld Kirk we cull the following:

St. Ninians Parish Church, Stirlingshire.

Session Record, Vol. I.

November 2nd, 1853—February 5th 1867.

"January 4, 1865—Compared Robert Haig being and for Sabbath breaking and Wm. Reid, John Groby, William Harley and

Christian Eason, Witnesses. Robert Haig denied he knew any such thing as was laid to his charge. The witnesses deposed unanimously that they saw the caldron on the fire and a stand reeking and that they heard his goodwife say the lassie had put on the caldron and played some afterwork and she knew not of her caldron was before on the fire on a Sabbath day and had she been at home it should not have been done (for she was byt pottle cam'd from Alloway Church). So it being only some pynits of small drink played by a servant lassie neither malster nor mistress accessory to it, upon engagement of Christian carriage for the future rebuked before the Session."

Whisky distilling at this period and for many years afterwards was a precarious business. Those who were enterprising enough to set up stills had to contend with smugglers, who were specially numerous in the Highlands. There is little doubt, however, that these activities fostered the taste for whisky and kept alive the true process of distilling.

On 4th April 1864 John Haig and Co., Ltd., was registered at Edinburgh as a Limited Company. The first Directors included:—Hugh Vetch Haig of Ramornie, Ladybank; Charles Taylor, Markinch, who was the first Secretary of John Haig and Co., Ltd., and later appointed Manager; and Captain Douglas Haig (afterwards Earl Haig of Bessersyde), who was then serving in the 7th Hussars at Mhow, India.

Haig whisky had now become very well known both at home and abroad, and on 11th October 1908 the Company received a letter of appointment as purveyors of Scotch Whisky to the House of Lords. On 18th February 1911 they were privileged to receive the Royal Warrant of Appointment to King George V.

A few months later the Company had the honour to receive the Royal Warrant of Appointment from His Majesty the King of Spain.

As will be seen from the foregoing, the firm of John Haig and Co. commands unrivalled experience in the distilling and blending of Scotch Whisky—an experience that is reflected in the high quality and consequent great popularity of Haig Whisky to-day. That "No finer whisky goes into any bottle" is the modestly stated claim of the Company.

The popularity of Haig Whisky is world wide. It is served everywhere—an eminently suitable beverage for all climates.

The efforts of the firm are concentrated on placing two brands before the public—Haig "Gold Label" and Haig "Dimple"—each pre-eminent in quality, flavour, and mellowness in its grade.

	1932	1933	1934
FRENCH CARS			
Amilcar	—	1	1
Bugatti	1	1	—
Citroen	10	10	9
Delahaye	—	1	—
Hotchkiss	2	2	—
Mathis	4	2	2
Peugeot	4	5	4
Renault	—	2	1
Nolsin	—	2	1
Other makes	2	2	—
Total French	23	26	18

	1932	1933	1934
GERMAN CARS			
B. M. W. Dixi	—	1	1
Hanomag	2	1	1
Opel	19	28	26
Other makes	1	1	1
Total German	22	31	29

	1932	1933	1934
ITALIAN CARS			
Fiat	122	130	128
Isotta Fraschini	1	1	—
Lancia	3	2	2
O. M.	—	—	1
Total Italian	126	133	131

	1933	1934
AUSTRALIAN CARS		
Steyr	1	1

	1933	1934
BELGIAN CARS		
Minerva	1	1

Commercial Vehicles Registrations of Commercial vehicles during 1932 and 1933 were as follows:

	1932	1933	1934
CANADIAN VEHICLES			
Chevrolet	—	18	31
Ford	—	44	89
Willis and Whippet	—	—	1
Total Canadian	62	121	

	1932	1933	1934
BRITISH VEHICLES			
A. E. C.	1	1	—
Albion	33	35	41
Austin	1	2	4
Bedford	8	24	43
Commer	14	14	14
Dennis	59	55	57
Guy	17	15	19
Karrier	—	3	3
Leyland	22	22	21
Manchester	—	—	1
Morris Commer	30	46	46
Singer	—	1	1
Thornycroft	74	75	83
Trojan	7	6	6
Vulcan	34	33	36
Other makes	15	11	25
Total British	315	343	402

	1932	1933	1934
U.S.A. VEHICLES			
Chevrolet	118	103	80
Diamond	11	12	17
Dodge and Graham	21	27	34
Ford	4	3	4
Federal	4	7	4
Ford	248	230	214
G. M. C.	32	32	27
International	—	12	18
Reo	9	11	11
Republic	2	1	—
Rubgy	5	4	4
Stewart	3	3	3
Studebaker	5	16	16
White	9	5	5
Willis and Whippet	42	40	39
Other makes	10	3	3
Total U.S.A.	520	509	482

	1933	1934
FRENCH VEHICLES		
Citroen	1	1
ITALIAN VEHICLES		
Fiat	4	5

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CORDON-ARGENT GUARANTEED

PURE GRAPE BRANDY

THREE STAR (also in square pints and flasks) BY

TEXTILES AND YARN

Hong Kong Market
Report: 1934

The lamentable state of trade and poor prospects reported at the end of 1933 unfortunately became intensified during the ensuing twelve months, and trading results for 1934 represent a sorry record indeed.

COTTON
Imports from United Kingdom again show a very marked decline, as confirmed by Hong Kong Government trade statistics. Notwithstanding exceedingly meagre importations from Lancashire for March/June consumption the weight of bankrupt stocks remaining from the reckless buying of 1931 overloaded the market and depressed values. The season had barely opened before prices for new goods had dropped out of all relation to either true market value or replacing costs, and sales were only possible at losses ranging from twenty to thirty per cent, whilst later sales could not always be effected even at these sacrifices.

New business booked during August/September with Lancashire for Spring arrival, 1935, suffered accordingly and it is doubtful if total market operations amounted to more than 2,000 to 2,500 packages (these mainly composed of the better-class coloured stripe poplins) against a previous recent average of something like 15,000 packages. The year has marked an almost unbelievable reduction in British imports, whilst Japan and Shanghai mills have increased their share of the trade.

WOOLLEN

Textiles fared little better than Cottons. Notwithstanding very conservative buying in the Spring of 1934 (approximately 2,000 packages in all, against a normal 9,000 to 12,000) for Autumn arrival, a position similar to that in respect of cottons obtained almost as soon as Autumn demand eventuated. Prices, even for old and well-established chops, failed in most cases to show any return to dealers on contracted prices, and, whereas, at the beginning of the

season, contract prices were obtainable, losses soon became the rule rather than the exception. The weight of bankrupt stocks carried over from previous seasons proved a severe obstacle and to this must be added fears of impending competition from Japanese manufacturers. The latter has since materialised, and Japanese goods have found their way to this market at prices with which it would be quite impossible for Bradford or the Continent to compete. Allegations of inferior quality of manufacture, so often alleged, have been effectually dispelled and it would be difficult to distinguish Japanese counter-qualities from either their Bradford or Continental prototypes.

Most new arrivals of British and Continental woollens cleared well, mainly because they consisted of new and fashionable designs and colourings, but, as previously indicated, they showed either poor returns or losses to the dealers. There still remains a not inconsiderable amount of bankrupt stock in old designs and shades to be liquidated and high customs duties and the impoverished state of neighbouring Provinces presage little hope of early liquidation of this old stock.

YARNS-COTTON

Recent exchange rates have proved very detrimental to exports of finished goods (socks and singlets) and although some counts have moved satisfactorily the cotton yarn trade has been disappointing and is passing through bad times. The disappearance of some fifty per cent of factories has not materially assisted the survivors, owing to resulting bankrupt stocks (unsaleable except at heavy loss) interfering with the flow of trade in new goods.

THE DOLLAR

Gradual Rise During
The Year

The following are the official opening quotations of the Hong Kong dollar on the first business day of each month:—

January 2	1s. 5jd.
February 1	1s. 5jd.
March 1	1s. 6jd.
April 3	1s. 5jd.
May 1	1s. 4jd.
June 1	1s. 4jd.
July 3	1s. 5jd.
August 1	1s. 5jd.
September 1	1s. 6jd.
October 1	1s. 7d.
November 1	1s. 7jd.
December 1	1s. 7jd.
December 31	1s. 8jd.

YARNS-WOOL

The wool yarn trade has been generally satisfactory, except in the hosiery section where, again, bankrupt stocks proved a very severe drag on the market. The advent of Japan and North China into the knitting section of the trade presages a diminished business in Yorkshire and Continental spinners.

GENERAL

Currency troubles have added to the many difficulties of traders. In Swatow, for instance, within recent weeks, exchange depreciated from a normal 12 per cent, to 38 per cent, on Hong Kong in Canton. Kwangtung Provincial bank notes of \$10 denomination have remained at a discount of approximately 35 per cent, throughout the year, and this in spite of many Government promises that they would be restored to par.

OUTLOOK

It seems futile to look for any early improvement in Hong Kong trade while the bulk of the inhabitants of adjacent Provinces—which are the Colony's outlets—are on a bare subsistence level. Never, in recent times, have the prices of Chinese daily necessities been so cheap—effective corroboration of lack of purchasing power—and added to this is the killing Chinese Customs duties on foreign imports of all descriptions, an insurmountable barrier to trade.

CHINESE ENTERPRISE

Manufacturers In Hong Kong And The
New Territories In Serious Competition

(BY G. W. SEWELL)

The Chinese are still in their industrial infancy in this Colony and they would appear to be most successful in their enterprises when they are entirely cut off from their own country as is evidenced by their activities in the Straits Settlements and other places. It is not easy to obtain reliable information regarding local industries but it is hoped that the following will give an idea of the existing conditions.

It will be seen from the appended classified list of local manufacturers that their number is approximately 268 including those so-called factories run on a small domestic scale.

As most of the factories are private concerns their financial status is not easily ascertainable and the number of workmen employed varies from time to time. The leading factories use steam or electric power and a few depend principally on manual labour. About 70% of the raw material used in the factories comes from foreign sources and the balance of 30% from the interior of China. The chief markets for these factories are Java, Straits Settlements, China, Great Britain and her Colonies. The latter take principally rubber shoes and Torch Light Cases whilst exports to the Dutch East Indies consists principally of Cotton Textiles.

The local manufacturers are in a more favourable position than those in the interior of China owing to the following advantages.

- (1) Convenient means of communication
 - (2) Hongkong being a free port
 - (3) Comparative stability of local currency.
 - (4) Absence of serious labour troubles. Progress is greatly hampered in the interior of China by frequent disputes between employers and workmen.
- A few of the difficulties confronting local manufacturers are:
- (1) High Chinese Customs tariff wall
 - (2) Insufficiency of capital
 - (3) Existence of cut throat competition amongst the various factories. Although they have formed Unions they do not keep their pledges. Instead of combin-

ing to meet outside competition, the Chinese Manufacturers indulge in price cutting amongst themselves to such an extent that the quality of their products suffer and business becomes uneconomic. Chinese Manufacturers do not, like those of other Countries, employ experienced Travellers nor do they enjoy the advantage of commercial Consuls or Trade Commissioners.

1. Machine & Metalware:
 - (1) Machine Making & Repairing 30
 - (2) Steel Window Frames 2
 - (3) Cans 6
 - (4) Clocks 1
 - (5) Metalware 8
2. Electrical:
 - (1) Battery 8
 - (2) Torch-light Cases 5
 - (3) Electrical Articles 5
 - (4) Electro-plating 1
3. Communication:
 - (1) Ship-builders & Repairs 9
4. Stone & Earth:
 - (1) Ceramic 3
 - (2) Glass 5
5. Chemicals:
 - (1) Soap 9
 - (2) Toilet & Perfumery 7
 - (3) Paint 2
 - (4) Printing Ink 6
 - (5) Fire-crackers 1
 - (6) Pharmaceutical 8
6. Textiles:
 - (1) Cotton Shirting 8
 - (2) Silk Piece-goods 2
 - (3) Cotton & Silk Knitting Factories 75
 - (4) Weaving and Dyeing Factories 3

(Continued On Next Col.)

PAPER TRADE

Poor Business In 1934

The past year has by no means been a good one for the Paper trade and is likely to prove an unprofitable one for all concerned.

There has been a considerable decline in imports of most leading qualities. This can be attributed to a lesser demand from the interior and outports. The cause is twofold. Firstly while the general trade depression has in no small degree been responsible, high Customs Tariffs plus additional duties and Taxes imposed by other authorities has done much to produce the poor trading condition of the past year.

Competition has been severe among dealers resulting in depressed prices. The improved rate of exchange during the past few months has done little to improve the situation but better and brighter conditions during the current year is foreshadowed.

7. Dressing:

- (1) Hats 4
 - (2) Rubber Shoes 5
 - (3) Handkerchief 2
 - (4) Others 4
8. Tannery & Leather Articles:
 - (1) Tannery 3
 - (2) Leather Articles 11
 9. Food, Drink & Tobacco:
 - (1) Confectionery, Biscuits & Canned Goods 16
 - (2) Aerated Water 2
 - (3) Tobacco 2
 10. Printing:
 - (1) Printing Press 5
 - (2) Type-Foundry 4
 11. Sundries:
 - (1) Ice-Hot Flasks 3
 - (2) Pencils 1
 - (3) Tooth Picks 1
 - (4) Writing Ink 1

The stagnation throughout the while year under review has so crippled Chinese merchants and weakened their confidence, that in spite of owners' willingness to entertain longterm timecharterers for their modern and expensively-kept-up steamers, at reasonable rates, charterers prefer to adopt a "wait and see" policy. Owners anxieties are therefore by no means at an end.

COASTAL
SHIPPING

(Continued from Page 2).

available space in regular Bangkok Hongkong liners having been booked for rice cargoes for Shanghai with transshipment at Hongkong at rates between 50/55 cents, Mex. per picul, several China Nav. Co's steamers were also taken up for Bangkok Shanghai direct at 55 cents, Mex. on usual berth terms.

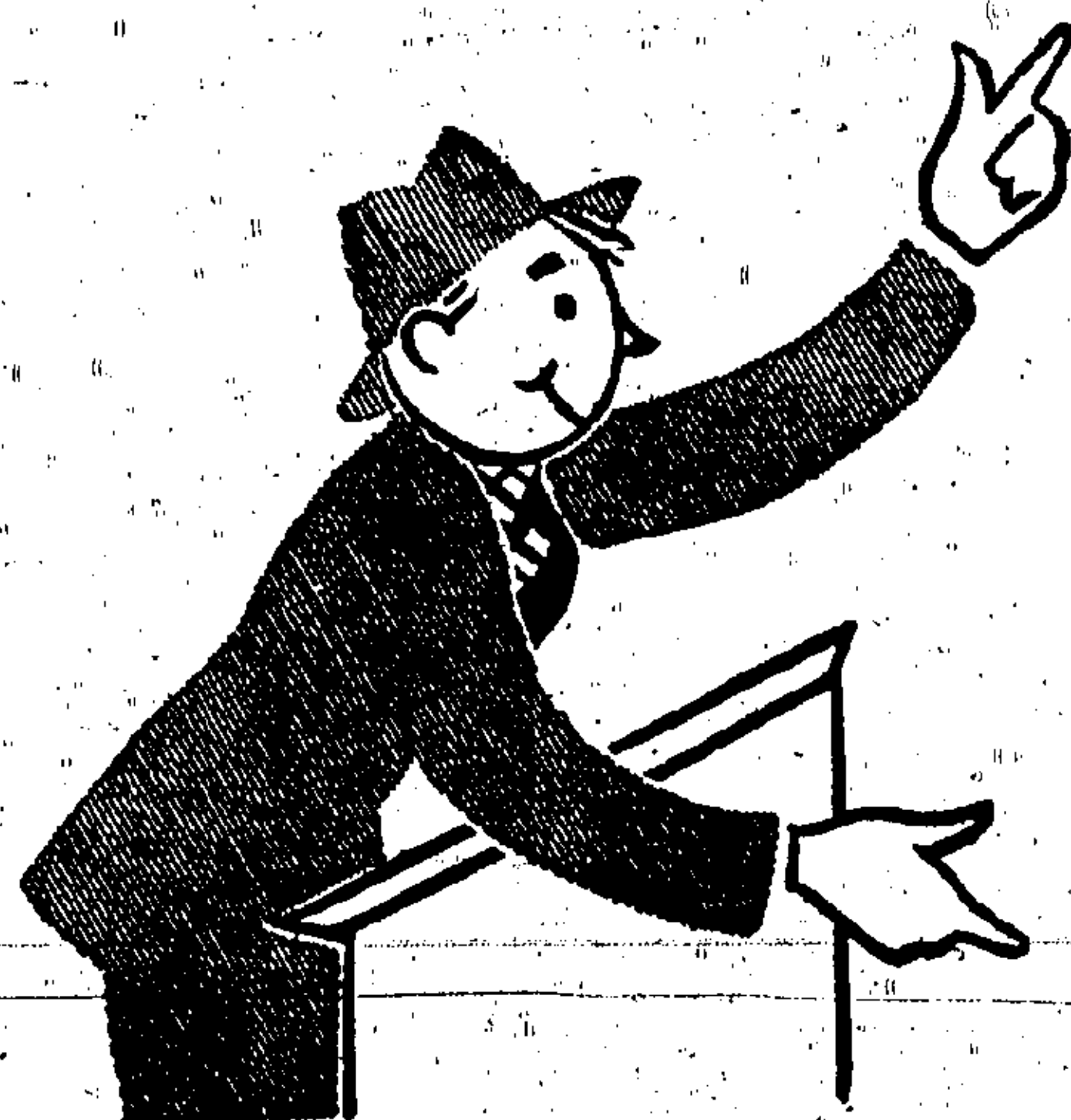
December

There was not the slightest sign of an immediate improvement in December, although the volume of idle tonnage is extremely light. Earnings of steamers Hongkong Singapore Bangkok Hongkong on berth terms were less than expected.

The rate \$2.-per ton for 4,000 tonners, or \$2.30 per ton for 2,000 tonners for Hongkong-Hongkong, \$2.80 for Hongkong-Canton, \$2.20 for Port Wallut Hongkong, H.K. \$8,000. per month for singledeck 2000 tonners and H.K. \$10, 250. per month for a British steamer of 4,300 tons deadweight with a Hongkong Government Passenger License on timecharter was accepted.

To all shipowners, trip and time-charterers as well as merchants, the year drawing to its close has been a most disappointing one. Because of the increased surtax on foreign rice imposed by the Canton Government, less rice cargoes were carried. Because of the vast territory devastated by Reds in the Kiangsi province, fewer salt cargoes were imported into Canton. Because of the economic policy of the Chinese Government in growing its own sugar cane and refining its own sugar, dry and/or centrifugal sugar in reduced quantities was imported into China. Because of the increased import duty on foreign coals, more native coal was mined in the North River and consumed in Canton and because of cheaply operated foreign steamers seriously competing for the restricted volume of business available. Three British steamers of a higher standard owned locally were sold no efforts were made to replace them.

(Continued on Previous Col.)



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S.S. TUNGCHOW PIRATED AFTER LEAVING SHANGHAI

PIRATES GET AWAY AT HONG HAI BAY

RUSSIAN GUARD KILLED AND ENGINEER WOUNDED

Seventy British Children All Safe

Intense excitement in Shanghai over the fate of seventy school children who were passengers on the Butterfield and Swire steamer Tungchow was allayed last night, when the vessel steamed into Hong Kong shortly after midnight, after being in the hands of pirates for four days. All the children are safe.

A Russian guard named Serota Thioroff was killed by the pirates, while the Second Engineer, Mr. K. Macdonald was shot in the chest. He was removed to hospital upon the ship's arrival in port.

First suspicions that the ship had been pirated arose when the ship was twenty four hours overdue at Chefoo and failed to respond to wireless messages. As a matter of fact, she was taken South. The Naval authorities at Wei-Hai-Wei were approached for assistance to locate the vessel.

The pirates after capturing the vessel changed her name to the Tao Maru and painted two white lines on her funnel.

A graphic description of the piracy is given below, particularly interesting being an interview with Mr. Duncan, who was a teacher travelling with the children.

GREAT ANXIETY IN THE NORTH

There was much activity among the British Naval vessels in the harbour yesterday afternoon in consequence of fears of piracy regarding the Butterfield & Swire steamer Tungchow.

Later in the afternoon information was received that the Tungchow had been pirated shortly after leaving Shanghai on January 29 and taken to Hong Hai Bay. The piracy occurred ten miles north east of Shaweishan.

The news stated that a Russian guard named Serota Thioroff was killed and Mr. K. Macdonald, the Second Engineer of the vessel, was wounded in the chest.

POLICE LAUNCH LEAVES

The Police launch carrying Mr. T. Murphy, A.S.P. and party on board left Kowloon Point shortly after 11 p.m. and steamed out of the harbour to meet the pirated vessel. They saw no sign of her at first and stationed in Junk Bay for a while when moving lights ahead to starboard indicated the position of the approaching craft. The launch immediately cut across to the Tungchow as it was seen that she was proceeding under her own steam into Hong Kong escorted by H.M.S. Dainty, whose searchlight were playing on the vessel.

NAME ALTERED

After entering the Harbour, the Tungchow anchored at Kowloon Bay and it was seen that during the four days that the pirates were in possession they had taken the trouble to change the ship's name to the Tao Maru at the bow and to add two white lines on the funnel. Otherwise the ship did not show any outward sign of having been pirated, although things on board did not appear to be in the same presentable condition as outwardly. It was seen that blueackets were on board and they must have gone on board when H.M.S. Dainty met the ship earlier in the evening.

OFFICERS SURPRISED

The pirates, according to information gathered on board and surprised the ship's officers on Tuesday at 6 p.m. They were on board in command for four days and only left the ship shortly after noon yesterday, when upon Chiling Lighthouse, they managed to commandeer a junk and by using a couple of the ship's boats managed to get ashore.

CHILDREN ON BOARD

Chief interest in the piracy yesterday lay in the fact that there were on board seventy British children, who had been to Shanghai on an extended holiday from Chefoo. These students, drawn from three schools belonging to the China Inland Mission were returning to Chefoo, and the fate of the Tungchow gave them, what might be described as an additional experience of conditions on the China Coast. Fortunately for them, none of them were molested in the least by the pirates.

SHIP'S OFFICERS

There were six British Officers on board the ship, the master of which was Captain Smart. In ad-

dition to that there was on board Mr. D. J. Duncan, one of the teachers of the Mission Schools. Schoolmistresses who were in charge of the children included Miss Henderson, Miss McNair, Miss Priestman and Miss Williams. Miss Rouse, a member of a well-known family in Chefoo was also a passenger.

Upon the arrival of the Police arrangements were made to send Mr. Macdonald to Hospital and to remove the body of the dead Russian guard.

The story of the piracy could best be told in the words of one of the passengers on board, Mr. Duncan.

MR. DUNCAN'S STORY

"We hardly got out of the Yangtze and were still in sight of Shaweishan when it happened. It was just getting dark at the time. The pirates suddenly appeared from the air. There was a scuffle near the after-hatch, where a Russian guard was. I thought there was some trouble among the passengers or crew. After a while, a man tackled me. He was flourishing a pistol about me, at the same time asking me for money. I offered him the little money I had on my person, but he was too excited to take it. "I passed on and walked along to the saloon. The children, who were having supper at the time were not particularly disturbed for the supper was not even interrupted.

HERDED INTO SALOON

"We were all rounded into the saloon and another pirate came in and took all my money and even my watch. After a while the Captain and officers were also herded into the saloon.

"Three or four excited pirates, demanded all the ship's ammunition and were very angry when they thought they had not had it all presented to them. They were waving pistols in a reckless way. After a while Captain Smart and the Purser told them the exact number of arms on board and went with them to help them locate it. They seemed pacified after that.

THE PIRATE LEADER

"The pirate leader was a young man, but evidently very experienced. He was ready to grant us any reasonable request and on the whole was very friendly towards the children and allowed them to come and go as they pleased at meal times. The passengers had every consideration from him after the first excitement of the attack. "Most of us were confined in the first class accommodation, and you may imagine how congested two were for three days.

ALARMED AT PLANE

"Talking of the departure of the pirates, one of the passengers stated that the pirates appeared to feel alarmed by the presence of an aeroplane which hovered near the ship. They had commandeered a junk and some of them had left when an aeroplane hovered in sight. This was at a place just outside Chiling Point. They went in the



Sir Malcolm Campbell, the racing motorist, who has left for Daytona with his new "Blue Bird" in search of a new speed record.

ship's lifeboat, taking with them a mate and the wireless operator. Upon landing, at a distance some two or three miles from the ship, they left the mate and the wireless operator on shore and the ship had to send a boat in to rescue these two.

"A great tribute was paid by one of the passengers to the work done by the wireless operator, who had to serve as interpreter most of the time the pirates were in possession of the ship.

"When the boats of the pirates had left the ship, another aeroplane made its appearance and hovered over the ship. This proved a source of great delight to the children, who gave the airplane a cheer.

"The pirates left the ship in the afternoon yesterday and it was at about 3 p.m. that H.M.S. Dainty was sighted. It was a welcome sight to many.

HEROIC GUARD

"Regarding the death of the Russian guard, one of the passengers paid a great tribute to him, stating that the man fought valiantly to the last. He was mortally wounded, but half an hour after the pirates had taken control of the ship, two shots were heard and it was probably that these two shots were fired at the fallen guard.

"The pirates, it is surmised, must have been misinformed as to the nature of the cargo carried on board the ship. From every point of view, their expedition was a failure as they could not have taken away very much money from the school children, who formed the bulk of the passengers, while they only took away with them a few bales of silk upon departing from the boat. There were about twenty pirates in all."

Most of the children who were travelling on the Tungchow were between the ages of twelve and twenty.

It is understood that arrangements are being made to house the children locally until they could be sent back to Shanghai.

The piracy of the Tungchow will go down as one over which the greatest excitement was felt all along the China Coast and messages flashed from port to port seeking news of the vessel. It was only after the pirates had left the ship that the vessel was able to make known to the authorities in Hong Kong her sad plight.

EARLY CABLES

Shanghai, Feb. 1. All Shanghai is spending the day with the keenest anxiety waiting to hear the fate of the Butterfield & Swire steamer Tungchow carrying 70 China Inland Mission school children, mostly British, en route from their holidays in Shanghai to the China Inland Mission school in Chefoo.

The vessel is twenty four hours overdue although perfect weather conditions are prevailing. The Chefoo agents are unable to obtain replies to wireless messages and piracy is feared. They have telegraphed to the British Naval Authorities at Wei-Hai-Wei.

CHEFOO FEARS

Chefoo, February 1. Parents and guardians here and in Shanghai are greatly anxious for the safety of the seventy British schoolboys and girls returning to the China Inland Mission school aboard the British steamer Tungchow, which is twenty four hours overdue here from Shanghai though weather conditions are good.

The ship's agents are unable to make wireless contact. It is feared that the Tungchow has been seized by pirates infesting Swatow waters.

British warships, the Cruiser Suffolk and sloop Sandwich, and aircraft from H.M.S. Hermes are scouring Chinese waters.

SOVIET DEBTS TO THE UNITED STATES

No Hope Of Agreement At Washington

Washington, Jan. 31.

Possibly a record for shortness in diplomatic conversations was established to-day when M. Troyanovsky, the Soviet Ambassador, visited the State Department to discuss with Mr. Cordell Hull the old Russian debts to the United States, totalling about \$500,000,000 but M. Troyanovsky remained with the Secretary of State for only four and a half minutes.

Subsequently, Mr. Hull, after conferring with members of the State Department for an hour, announced: "In view of the present attitude of the Soviet, I feel we cannot encourage the hope that any agreement is now possible."

He regretted this, he said, because he sympathised with the desire of the American manufacturers and agricultural producers to find a market in the Soviet, and with those Americans whose property in Russia had been confiscated at the time of the revolution.

The Government was most disappointed with the Soviet's rejection of its proposal for a settlement, which represented the limit to which the United States believed they could go without a complete sacrifice of the interests of American claimants against Russia, and without unduly pledging

the credit of the American Government for the purpose of facilitating American-Russian trade.

It would be for the Board of Trustees of the Export and Import Bank which had been organised specifically for the purpose of extending credits to assist the expansion of American trade with Russia to determine whether or not there was any good reason for continuing the bank's existence.

M. Troyanovsky, who was obviously downcast, refused to make any statement.

Reuter.

CONGRESS AGITATION

London, February 1.

The "New York Times" Washington correspondent says that the failure of the Soviet debt negotiations is expected to stimulate agitation already growing in the Congress for withdrawing diplomatic recognition from the Soviet. The correspondent points out that the President exercises the exclusive prerogative regarding recognition of foreign Powers. Recognition of the U.S.S.R. was only extended in November 1933 on the understanding that the Soviet regularise its debt to America.

The "New York Times" says America is willing to accept \$150,000,000 over twenty years.

Reuter.

SEVENTY CHILDREN

Shanghai, Feb. 1.

The Tungchow was manned by British officers, the master being Captain Smart.

The vessel was carrying 70 school children, escorted by a gentleman and four ladies, there being 14 boys and 10 girls over the age of twelve and 28 boys and 18 girls under twelve years.

GUARDS KILLED

Shanghai, Feb. 1.

The Tungchow was located near Hong Kong by the British Naval authorities.

The vessel was pirated. Two Russian guards were killed and the second engineer K. Macdonald was wounded. Everyone else is safe.

Reuter.

CHINESE NAVY SEARCH

Tsingtao, Feb. 1.

Before learning that the Tungchow was located, Mayor Shen Hung Lieh ordered the Third Chinese Naval Squadron to search along the Shantung coast.

Reuter.

PROTECTION OF SHIPPING

Query In House Of Commons

London, February 1.

Coincidentally with the news of the Tungchow piracy fears comes the announcement that Major-General Sir A. W. F. Knox is asking in the House of Commons on February 6 what measures are being taken to protect British shipping on the Yangtze in view of the prevalence of Communist bands between Nanking and Hankow.

Reuter.

JOINING THE NATIONAL GOVERNMENT

Mr. Lloyd George To Be Approached

London, February 1.

The "Morning Post" political correspondent states that an informal approach will shortly be made to Mr. Lloyd George on behalf of the Government with the object of ascertaining the conditions on which he would be prepared to enter the Cabinet. It is assumed that extensive recognition of the Cabinet would be necessary to find a place for Mr. Lloyd George and it is most improbable that Mr. Ramsay MacDonald would be willing to continue to lead the National Government if Mr. Lloyd George joined.

Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, February 1.

London Silver prices to-day were 1/8 down as follows:—

Jan 31	Feb. 1
Spot	24-7/16 24-5/16
Forward	24-9/16 24-7/16

London on New York cross rate at 2 p.m. to-day was 4.8706 compared with 4.8712 at closing yesterday.

U.S. SILVER PURCHASES

Threat To China's Currency

London, Feb. 1.

The "Times" Washington correspondent states that coincidentally with Press reports that the monetary system of China is threatened with collapse, which the State Department received with anxiety, there has been no comment from the Senate Agricultural Committee enquiring export trade in the United States.

Some quarters believe this masks the attempt to secure support of the Southern Senators for further silver legislation. It is hoped to show the representatives of the Southern States that all competing nations, including India, Egypt and China, are on cheap paper or silver standard and though it is not believed that Senator Wheeler's Bill for free coinage of silver on a ratio of 16 to 1 with gold can be enacted, it is thought that such a show of strength can be made as to compel the Treasury to renewed intensified silver purchases.

Reuter.

AUTOMOBILE INDUSTRY IN AMERICA

Code Extended Until

Washington, Feb. 1.

President Roosevelt has extended the Automobile Industry Code until June 16 with amendments designed to spread employment including a demand for an agreement with manufacturers to hold motor shows and bring out new models in the autumn instead of January, also pay ordinary time and half in addition for overtime after a 48-hour week.

Reuter.



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GIANT AIRSHIP FOR U.S.

Recommendations By Commission

Washington, Feb. 1.

The fact that President Roosevelt specially delivered a message to Congress in connection with the Federal Aviation Commission's report is expected to lead to sympathetic action on the part of Congress.

The Commission's chief recommendations are firstly a gradual increase of the Army, Navy and Air Forces until strength is reached of 4,320 fighting planes; secondly, development of commercial air lines across the Atlantic and Pacific; thirdly, immediate construction at Government expense of a giant airship which will be leased to private owners for mail and passenger service across the Atlantic.

Reuter.

JAPANESE LOAN TO CHINA

Reports Denied By Tokyo

Tokyo, February 1.

A Foreign Office spokesman declares that there is no basis of truth in the reports that Japan is considering a loan to China, adding that no Chinese official had approached Japan in the matter.

Japan will not consider such a proposal.

Reuter.

PARCEL POST WITH MANCHURIA

Resumed By Chinese Post Offices

Nanking, Feb. 1.

A circular order issued by Chinese Post Offices states that parcel post services were resumed to-day with Hallungkiang, Kirin, Jehol and Liaoning Provinces, but the puppet regime names are not allowed to be used. Postal remittances and savings banks business are also starting to-day and they will accept remittances from the four Manchurian Provinces.

Reuter.

LONDON THEATRE DISPUTE

London, Jan. 13.

Both sides to the dispute between theatrical managers and the "British Equity" Association of members of the theatrical profession have recently laid their cases before the Ministry of Labour, and the Principal Assistant Secretary for the Ministry, Mr. F. W. L. Leggett, to-day placed before a joint meeting the broad outline of a scheme which would enable the difficulties to be settled for the future.

A sub-committee representing the two parties to the dispute has been appointed to examine the scheme.

British Wireless.

PLANE CRASH DEATHS

Eight Passengers And Three Crew

Berlin, Feb. 1.

Eight passengers and three of the crew were killed when a Deruluf plane of the Berlin-Moscow line crashed at Podeluch near Stettin en route from Danzig to Berlin.

The pilot tried to make a forced landing owing to bad visibility. The passengers were all Germans, including one woman.

Reuter.

SAAR MINES FINANCE

German Nation's Sacrifice

Berlin, Feb. 1.

The Government has refused dozens of offers of golden trinkets to assist in the repurchase of the Saar mines.

An official statement says that this willingness to sacrifice furnishes proof of ideal patriotism, but such sacrifice is unnecessary. The new Reich was sufficiently strong and an understanding had already been reached for safeguarding payments for the Saar mines without resorting to gold and foreign currency reserves of the Reichsbank.

Reuter.

MANCHUKUO-SOVIET TROUBLE

Changchun, Feb. 1.

Trouble is looming on the Amur River with the Soviet announcement that the Soviet alone will soon be dredging the river on the Soviet side. Manchukuo is warning the Soviets that the action violates the Waterways Agreement which requires co-operation.

Reuter.

COMMONWEALTH FOR THE PHILIPPINES

Road To Complete Independence

Manila, February 1.

A national plebiscite on the constitution for the Philippines Commonwealth will be held if President Roosevelt approves the completed draft.

The new constitution recognises American sovereignty over the Philippines. The Commonwealth form of relationship is intended as a transitional road from the present territorial status to complete independence.

During the Commonwealth period, the Philippines products will enjoy preference in the American market and elementary education will be conducted primarily in the English language.

Reuter.

MONDAY'S INTERPORT SOCCER MATCH Hong Kong Chances Good

(By "PIVOT")

Football fans are all looking forward to the classic day on Monday when Hong Kong will be at home to Shanghai. In view of this important match there are no senior games on the card this week-end.

Much has been written about the composition of the Hong Kong team; there is no gainsaying the fact that the team selected is truly a representative one. Hong Kong is fortunate to have at their disposal such a collection of brilliant and versatile players of equal calibre. This has made the selectors' task all the more difficult.

Most people are agreed on the positions so allotted, but I am inclined to believe that A. V. Gosano will be wasted at right half. Granting that this all rounder is capable of taking charge of this position, I think the selectors should have thought of giving the right man his right position. "A.V." is most suited, at back, partnering either Li or Pile, would be more formidable defence than the present combination.

The right wing berth too should have been given more consideration. Tso is partnering his Club mate, Tam. He has played well in current league but taking his display in the Trials, B. Gosano has shown that he is far more superior to the Chinese. If I remember rightly, Tso had previously played for Hong Kong in the same berth and his display was anything but commendable. The importance of the occasion will react on him and this will have a telling effect on his display on Monday.

The left wing position too should have been given thought. Bickford is no doubt a tricky player, but there are other essential factors to make up a fast and clever winger. Baldry is just as good. If not better than, he, what with his experience in major games. The Chinese too can easily provide two men for that berth in the persons of Ip and Tay. The former is the cleverest left winger at present available in the Colony.

The Chances
Shanghai is sending down a very formidable combination. They have included two ex-local players. C. Remedios and N. Z. Lee, both of whom played with marked success when they were here, the former has represented Hong Kong before he left for the Northern port. They have other players in the team that have taken part in interport football: Bolserrie, Madar, Collaco, and Favacho are not new to us. A great disappointment is felt by soccer enthusiasts, especially the Chinese, that they will be unable to see their "once idol" of Hong Kong, at play. Suen Kam Shun found it hard to get away at the last moment.

The two teams are very evenly matched. Hong Kong will be playing with the advantage of being at home. This though a slight factor will have a telling effect, but as the Northern team has always been known to be great fighters they will easily overcome this.

They have just as fast a forward line as Hong Kong. In the defence, Shanghai will be best served in the full backs. Although Symons is not as good as Stanley Gash he will no doubt prove a valuable substitute.

The game is certain to be fought out at a great pace. The exchanges will not be settled until the final whistle. Whatever happens it will surely be a game full of thrills, excitement and sensations and I hope that the better team will win.

PEN SKETCHES OF HONG KONG TEAM

Wong Wing

One of the best custodians seen for a long time. Cool under pressure, anticipating and clearing well. Seldom beaten with ground shots.

Li Tin Sang

The stonewaller of South China. "A.T." Has been responsible for relieving many a dangerous situation for his team. A sure kicker and relentless tackler. Kicks well with both feet.

C. Pile

Another sticker. Good anticipations and clearances. Heads well and makes use of both feet to good advantage.

A. V. Gosano

An all rounder and a great asset to any team. His footwork is a delightful feature of his play. Tackles well, heads well and rarely puts a foot wrong to the ball.

Pardoe
An untiring and hard worker. Fine tackler and shadower. Good ball distribution but inclined to head with his crown instead of his forehead.

Parker
Gained recognition in this year's representative football. Hard worker and blocks well. He is a hard kicker and places his kicks in the right positions.

Tso Kwai Shing
One of the fastest wingers seen in local soccer. Carries a hefty kick and is known to score from right outside. Tricky and combines well with his teammates.

Tam Kong Pak
The man with the ever twisting neck. Uses his feet as good as his head. Is known to score in every game at least once with his head. Sharp shooter and hard kicker. Is a player fully deserving of Interport honours.

A. Howe
A great trier. Worries the keeper a lot. Fine and dashing, and an opportunist. Good dribbler and passes well.

Bickford
The little man with the brainy feet. Tricky and centres accurately. He has still to master speed.

Hong Kong Team
— Wong Wing (South China); Li Tin-sang (South China); C. Pile (H.K. Police); A. V. Gosano (Club de Rec.); Pardoe (R.A.), Captain; Parker (H.K. Police); Tso Kwai-shing (South China); Tam Kong-pak (South China); Howe (H.K. Club); Ridley (Lincoln Regt.); Bickford (H.K. Club).

Shanghai
The team to play on Monday has not been chosen, but will be selected from the following:— Goal: W. Ward (A.S.F.); Full-backs: J. Shute (Police), N. Lee (Tung-hwa), L. Marcel (A.S.F.); Half-backs: H. K. Chen (Tung-hwa), C. Remedios (A.S.F.), H. P. Madar (Recs.), A. Symons (Recs.); Forwards: R. Favacho (A.S.F.), E. Collaco (Lusitano), A. Bolserrie (Recs.), N. Z. Lee (Tung-hwa), K. C. Chen (Tung-hwa), Greenberg (Jewish R.C.).

WEEK-END FOOTBALL

TO-DAY'S GAMES

Junior Division
R.W.F. v. Eastern, Navy ground, 2.45 p.m.
Navy v. Athletic, Navy ground, 4.15 p.m.

Third Division
R.W.F. v. Police, Sookunpoo, 2.45 p.m.
Recreo v. R.A.F., King's Park, 4.15 p.m.

ROYAL DRAWING SOCIETY

Overseas Prizes, 1934

The secretary of the Royal Drawing Society, London, has forwarded a list of Prizes gained by candidates in the Society's examination for schools abroad, from which the following extracts of Far Eastern interest have been taken:—

Preparatory

Malaya, Johore Bahru, Nge Heng English School—O. bin Hamzah (age 10).

Division I

Japan, Kobe, Windsor House School—M. de Souza (age 10).

Division II

China, Shanghai, Public School for Junior Boys—H. E. Starling (age 13).

Division III

China, Shanghai, Public and Thomas Hanbury School for Boys—D. Borodin (age 13).

Division IV

China, Hong Kong, Diocesan Girls' School—A. Ho (age 14).

China, Shanghai, Cathedral Girls' School—R. Lingard (age 14).

R. H. K. GOLF CLUB

Starting Times For Holidays

The starting times for to-morrow, Monday and Tuesday at Fanling are as follows:—

SUNDAY

Old Course

9.36 a.m. Col. Williamson* and Capt. Mitchell*

9.40 " Cdr. Tetley and Major Wren.

9.44 " A. D. Humphreys and A. Ritchie.

9.48 " S. A. Sleaf and H. T. Buxton.

9.52 " T. A. Jenkins and D. K. Hishop.

9.56 " D. A. Campbell and G. W. Stubb.

10.00 " R. M. Wood and D. S. Edward.

10.04 " C. W. E. Bishop and W. Woodward.

10.08 " R. I. Cherrill and A. A. Brenner.

10.12 " D. W. MacEwen and A. McKellar.

10.16 " E. M. Bryden and R. C. Webb.

10.20 " J. MacKnight and A. W. Muir.

10.24 " W. J. Carrie and W. J. Weddington.

10.28 " N. K. Littlejohn and T. C. Monaghan.

10.32 " W. J. Jamieson and D. J. Gilmore.

10.36 " A. E. Lissaman and I. H. Geare.

10.40 " D. L. Prophet and J. Forbes.

10.44 " W. W. C. Shewan and G. H. Bond.

10.48 " H. H. Mundy and W. A. Stewart.

10.52 " C. Thwaites and P. S. Grant.

10.56 " C. Austin and G. A. Stewart.

11.00 " E. Bathurst and P. Morrison.

11.04 " A. C. I. Bowker and W. M. Barton.

11.08 " D. Ellis and W. H. B. Riggs.

11.12 " Cdr. Hole and J. H. McElney.

11.16 " A. K. Mackenzie and J. B. Ross.

11.20 " J. G. Pilcher and J. S. MacLaren.

11.24 " C. C. Stark and E. W. G. Malcolm.

11.28 " F. A. Redmond and A. B. Purves.

New Course

9.36 a.m. W. N. A. and Mrs. Smalley*

9.44 " T. A. Pearce and P. H. Scoones.

9.52 " Mrs. Mackenzie and Mrs. Ross.

10.00 " Mrs. Stark and Mrs. Malcolm.

10.04 " W. S. and Mrs. Hillier.

10.12 " H. and Mrs. Overy.

10.16 " J. L. and Mrs. Adams.

10.24 " L. Goldman and E. A. Brodie.

10.28 " J. F. Robinson and L. R. Billingham.

10.36 " R. Sanger and H. H. Pethick.

10.40 " W. Pittendrigh and H. N. Williamson.

10.48 " R. A. Rodgers and J. W. Mayhew.

* Caddies from Superintendent.

Unsuccessful in ballot for Old Course.

MONDAY

Old Course

9.36 a.m. G. T. May* and R. C. Webb*

9.40 " S. H. Dodwell and I. H. Geare.

9.44 " R. Young and A. Ritchie.

9.48 " W. J. Carrie and W. J. Weddington.

9.52 " R. E. Collings and W. S. Hillier.

9.56 " H. Hampton and W. Peterson.

10.00 " R. A. Rodgers and J. A. Shaw.

10.04 " J. S. MacLaren and C. H. Bradley.

10.08 " W. L. Marshall and H. H. Pethick.

10.12 " H. H. Mundy and A. C. I. Bowker.

10.16 " J. R. Collis and L. M. S. Lloyd.

10.20 " K. K. Rounds and R. Sanger.

10.24 " C. Mycock and H. Overy.

10.28 " D. Hope Gill and C. Austin.

10.32 " D. L. Newbigging and P. Morrison.

10.36 " H. A. Browning and G. A. Stewart.

10.40 " D. A. Campbell and J. T. Edkins.

10.44 " D. Ellis and R. L. S. Webb.

10.48 " W. H. B. Riggs and P. H. Scoones.

10.52 " G. H. Bond and J. Forbes.

10.56 " W. N. A. Smalley and J. W. Mayhew.

11.00 " Major Wren and Capt. Mitchell.

New Course

9.36 a.m. Mrs. Adams* and Miss

INTERPORT HOCKEY

Shanghai Ladies' Team Arrive

When the s.s. Tatsuta Maru berthed at the Kowloon Wharf yesterday afternoon she had on board the Shanghai Lady Hockey players who were met by representatives of the Hong Kong Ladies Hockey Association, pressmen and others.

Mrs. W. Weston the non-playing captain did not sail with the girls but is expected on the s.s. Empress of Canada to-day. The girls look very lively and gave an indication that they are out to play hockey as it should be played.

Interviewed on arrival yesterday Miss Esther Bloomfield said that they had quite a pleasant trip down. The girls stood the sea test well and were all in the pink.

Regarding the composition of the team Miss Bloomfield said that their strength lies in their defence and they have a fast and dangerous pair of forwards in the Collaco sisters. They are all anxious to have their first work out. Regarding the chances of winning she said that they have a strong combination and are out to give Hong Kong a good fight but she declined to make any definite prediction regarding their encounter against Hong Kong.

They will meet the Hong Kong Hockey Ladies Club (last year's Champions) at Sookunpoo to-day at 3.30 p.m.

The following are the players and reserves that arrived yesterday:—

Miss Gladys Ephgrave (Ex-Public School for Girls); Miss Frances Bomko (Ex-Public School for Girls) and Miss Evelyn Vical (Junior Athletic Club); Miss Esther Bloomfield (Sportsgirls); Miss Hilda Gunther (German Hockey Club) and Mrs. Cecile Getz (Sportsgirls); Miss Hilda Collaco (Junior Athletic Club); Miss Claire Nichols (Sportsgirls); Miss Decima Eardley (Ex-Public School for Girls); Miss Amanda Collaco (Junior Athletic Club) and Miss Jean Raeburn (Amazonas).

Reserves—Mrs. Nellie Becke (Hanbury); Miss Iris Mottu (Sportsgirls); Mrs. Grille Heinzerling (Sportsgirls); Miss Maggie Silva (Junior Athletic Club); Mrs. Theima Collaco (Junior Athletic Club) and Miss Winnie Ambrose (Amazonas).

GENERAL GOERING IN POLAND

Warsaw, Jan. 31.

The Prussian Premier, General Goering who, on the invitation of the President of the Polish Republic, Moscicki had been participating in a state hunt in the Bialowiec forests left for Warsaw on Thursday on the termination of the hunt. Before departing for Berlin, Goering was received by Marshal Pilsudski in Belvedere Castle, the two statesmen conferring for over one and a half hours.

Transocean Kuo Min.

Whimster*

9.44 " Mrs. Mycock and Mrs. Overy.

9.52 " Mrs. Smalley and Mrs. Webb.

* Caddies from Superintendent.

TUESDAY

Old Course

9.36 a.m. J. C. Taylor* and A. K. Mackenzie*

9.40 " E. A. Brodie and J. W. Alabaster.

9.44 " W. Pittendrigh and J. Forbes.

9.48 " H. H. Beddow and G. H. Bond.

9.52 " C. H. Bradley and F. Austin.

9.56 " A. T. Lay and R. I. Cherrill.

10.00 " Cdr. Hole and E. des Voaux.

10.04 " Chartered Bank and K. C. F.

10.08 " R. A. Rodgers and C. J. Stellingwerff.

10.12 " W. L. Marshall and H. H. Pethick.

10.16 " G. Marselle and P. Morrison.

10.20 " L. R. Billingham and R. C. Webb.

10.24 " E. R. Davies and W. N. A. Smalley.

10.28 " D. A. Campbell and C. Austin.

10.36 " D. S. Robb and R. Young.

10.40 " K. E. Greig and I. H. Geare.

10.44 " W. J. Carrie and R. K. M. Simpson.

FANLING HUNT RACES

Entries And Weights For February 10

The entries and weights for the next race meeting of the Fanling Hunt and Race Club to be held on Sunday, February 10 are as follows:—

1.—The Sun Kum Shan Handicap: A Steeplechase of 2 Miles for Australian Ponies not exceeding 14.3".

Winner—A Cup: 2nd \$30, 3rd \$20.

Entry \$3.

Ponies Weights

Belinda 166

Black Magic 150

Flummery 156

Kashgar 156

Kilrea 158

Lury Glitters 156

(6 Entries)

2.—The Fat Choy Handicap Hurdle Race: 1½ Miles for China Ponies.

Winner—A Cup: 2nd \$30, 3rd \$20.

Entry \$3.

Ponies Weights

Canary 150

Cebu 153

Chivalrous 156

Cloudy Eve 150

Elvira 156

Festival Eve 166

Marina 153

Movanagher 150

No Fear 158

Racing Pluck 168

Soldier of Italy 165

Spinaway 158

Valley Hall 155

Widnes 156

(14 Entries)

3.—The Sheung Shui Steeplechase: A Handicap of 1½ Miles for China Ponies.

Winner—A Cup: 2nd \$30, 3rd \$20.

Entry \$3.

Ponies Weights

Banjolina 150

Burgomaster 168

Darien 152

Glenshee 150

Josephine 150

Marina 150

Pride of Tsingtao 163

Punch 156

Racing Pluck 166

Spinaway 156

Tillicum 160

(11 Entries)

4.—The Fox Hunters' Race: Light Weight Division. Over a country course finishing over hurdles on the Race Course.

For China Ponies bona fide hunters. Catchweight 160 lbs.

Winner of the Governor's Cup in 1934 10 lbs. extra.

Winner—A Cup: 2nd \$30, 3rd \$20.

Entry \$3.

Ponies Weights

Festival Eve 160

Jack O' Lantern 160

Potsdam 160

KACHEK NOTES

January 26.

Chinese New Year season is approaching and markets are crowded. January 14th to 18th were considered lucky days for weddings and red bridal chairs were much in evidence. Prices of pork and other foodstuffs went up because of the demand, but no buffalo meat or beef was on sale in Kachek for several days. It seems that the taxes were suddenly increased so much that the butchers simply decided not to kill any animals. A week later meat was on sale so an adjustment must have been effected.

It has been customary to load the touring cars plying between Kachek and Hoihow with eight to ten passengers and some 2000 cattles of freight. Recently Hoihow authorities decreed that a maximum of only 1500 cattles of freight and four passengers could be carried, principally on account of wear and tear on roads. Kachek car-owners got together and made an agreement among themselves that passengers must purchase tickets at \$3.00 for one way and that cars should make the trip by scheduled turns. This penalizes the better cars, which can make the trip to Hoihow and back in one day easily, and sometimes make a round trip and a half, but is an advantage to the slower cars. All rules are broken though when a steamer lands scores of passengers in Hoihow who are returning from the South Seas, and a steady stream of cars pours into Kachek, each so loaded down that actually the cars themselves are not visible. Conversely, when a coolie steamer is advertised to leave Hoihow for the south, many men and women will be seen walking calmly along the road north of Kachek, coolies carrying their baggage. Cars roll out of the market with the prescribed four passengers, and pick up a real load a mile or so up the road. And other cars, probably not licensed to carry Hoihow fares, appear from the neighbouring villages and load up well outside the market. In both cases passengers probably leave the cars some distance outside of Hoihow and go in on foot or by ricksha.

At a roadside inn we noticed a brilliant red paper carefully pasted up and evidently containing a notice of some sort. It proved to be an advertisement of a junk expecting to sail soon for the south. It guaranteed landing but not at a regular port, as its passengers would be those attempting to reach the south without going through regular immigration channels. Many people are taking the chance of getting into their desired haven that way. Fare on these junks is said to be approximately \$11.00—the notice gave no definite terms but told those interested to inquire in a certain shop in a certain market. Food and water for drinking purposes are provided. When asked what happened if the junks were caught in this smuggling business, men shrugged their shoulders and said the junks were never caught, and that the passengers would at most only be put to work for a few months and then be furnished passage back to Hainan. Some say such deported men are branded with a hot iron but others deny the report.

Kite Flying

Kachek is not much given to flying huge kites such as are often seen in the air near Hoihow. Last month a representative of a Hoihow firm, which has a branch sausage-shop in Kachek, had a huge centipede kite sent down from Hoihow. The head resembled a tiger's face more than anything else, and there were a hundred paper sections for the body, strung about four feet apart. Several times the attempt was made to put it up but it was too heavy for the amount of wind prevailing at this time of year, and only the tail and about half the body would rise. Finally it did go up a little way only to fall ignominiously into the little river below the hilltop where it had been started—and several tens of dollars went to waste.

Fishing Made Easy!

A recent trip to villages near the seacoast brought two interesting items to our notice. One is the custom of drugging fish so that they can be easily caught. The material in use in this particular locality is the refuse left after extracting the oil from the nuts of a native tree—the oil which is used for hair oil, and the refuse cakes used as a shampoo soap by women. A group of men will form a pool and put in from fifty cents to a dollar apiece to buy the material. They string their nets across the entrance to the arm of the sea near them and pour in the soapy material. The fish are

AMAZING SCENE AFTER MATCH

Man Chased By Crowd

Shanghai, Jan. 28.

Chased by a soccer crowd of 150 people, a Russian yesterday was saved from trouble on the Race Course by the intervention of members of the Shanghai Municipal Police, off duty and in plain clothes, while three others also received protection.

Yesterday's affair occurred some minutes after the first division league match between the Jewish Recreation Club and the Royal Inniskilling Fusiliers had concluded. Two separate incidents were settled by the peace-makers within a few minutes, the crowd being in an excited mood following the soccer match in which a Jewish player had been sent off the field. The game had ended in a draw.

Trouble Amongst Crowd

There had been some instances of vigorous tactics by one or two individual players in the match, but nothing particularly serious occurred and the match ended comparatively peacefully. After it had ended supporters, it is said, of the Jewish side argued with a player. The argument grew a little warm and some blows were struck by partisans of both sides. Members of the S.M.P. present in plain clothes and in the sole capacity of spectators, assisted civilians and soldiers to smooth matters over, and everything calmed down.

It then happened that a Russian who had been watching another game walked by. He called out a few words, which were interpreted by the Jewish members of the crowd to be uncomplimentary, and consequently he was attacked.

The man, by the name of Stepanoff, was rescued by peace-makers, and four soldiers and a man in civilian clothes offered to escort him off the field, which happened to be the Widow's Monument ground. The party moved off, but when they got near the Shanghai Recreation Club Stepanoff decided to run for it, instead of staying with his escort. He made off behind the Shanghai Recreation Club and the crowd, seeing him on his own, joined in a hue and cry.

Taken to Recreation Club. More members of the Police, some who had been watching matches and some who had been playing and were still in soccer kit, came to the man's assistance and he, and three others who were soon in the heat of an argument, were removed for safety to the Shanghai Recreation Club. Inspector W. D. McGilivray, of Chengtu Road Station, went to the Recreation Club when he received information that there had been trouble at the Race Course. Later on he returned to his station, where the four men had been rescued also proceeded. It is understood that they made statements before they left for their homes.

stupidified by it but not killed and are easily caught. This particular night—only small fish—were obtained, each share being about four cattles.

The families of a large and fairly prosperous village near the coast, called Hal-bi-sang or Sea-side Ricefield, are all of the same surname, Tsak. This is an unusual name, not listed in the "Hundred Surnames," and there is a tale about it. Ten generations ago, according to the generation names of the descendants, probably about four hundred years ago, a sailing junk from the mainland of China was wrecked on the coast of Hainan near where this village is located. All the able-bodied men aboard the junk jumped into the sea hoping to save themselves, but all were lost. A lame man who knew he had no chance in the sea clung to the wreckage and was washed ashore. He settled among the people and married a blind woman; the only woman in the region who was willing to marry a cripple. They took this surname "Tsak," meaning to plant or set up, and from their union has come the family of to-day, a clan of considerable local importance.

Communist Propaganda

The twelfth month is usually the time when there is considerable local thievery, stealing of cattle, etc. Two days ago some cattle thieves were caught in Vang-cheng district and taken to the No-lak market militia headquarters. They were not armed, and search revealed nothing until just as they were about to be released some one suddenly noticed that their caps

PROGRESS IN GERMANY

Economic Revival Indications

[Special to the "Hong Kong Daily Press" (Copyright).]

Berlin, Jan. 31.

Interesting figures indicating the remarkable progress made in Germany's economic revival in the course of the past two years were given by Secretary of State Reinhardt of the Reich Ministry of Finance in an address delivered here on Thursday in which he announced that the taxable turnover in the Reich had increased from 65 milliard marks in 1932 to 75 milliards in 1933 and to approximately 100 milliards last year. The turnover tax yielded 1,900 million marks which were 200 millions more than the estimates.

The total revenues for 1934, including taxes and custom amount to 8.9 milliards, exceeding the preceding year's revenues by 1,100 millions, this surplus being chiefly employed to cover the amounts already debited to future budgets in order to raise the necessary funds for the Government's extensive work-creation programme.

According to Reinhardt's computations, the national wealth, which in 1933 had already increased by 2.3 milliards, has in 1934 grown by 7.3 milliards to a total of 55 milliards.

In conclusion, the speaker raised a faint hope in the breast of his hearers by declaring that the income-tax would be the first to be lowered as soon as the surplus in revenues exceeds the sums needed for covering the expenditures already charged to future budgets.—*Transocean Kuo Min.*

WIDOW'S GRIEF LEADS TO SUICIDE

Nanking, Feb. 1.

Grieved at the death of Mr. Lu Ti Ping, former Governor of Chekiang, which occurred yesterday, his concubine, a girl of twenty-six, jumped to her death from a second storey window today.

Landing on the pavement, she fractured her skull and died in hospital.

Deceased had four children and was expecting another shortly.—*Reuter.*

PASSENGERS

S.S. President Grant

The following passengers disembarked ex S.S. President Grant which arrived yesterday from Manila:

Rev. Ramiro Abella, Mr. Santiago Compean, Mr. Thomas Galca, Mr. A. V. Garcia, Dr. S. Gatchallan, Mr. C. A. Gomes, Mrs. J. F. Gomes, Mr. and Mrs. F. A. Hill, Master Robert Hill, Rev. Julio Ibanez, Mr. S. K. Lee, Master Wm. McClure, Dr. S. Mircea, Rev. Julian Musol, Mr. and Mrs. Geo. Waard, Mr. and Mrs. G. H. Williams, Dr. and Mrs. W. W. Wynekoop, Mr. J. E. Swan.

S.S. "Hakusan Maru"

The list of passengers who disembarked ex Hakusan Maru which arrived yesterday from London via Singapore were:

Madam C. de B. Bonnet, Mr. and Mrs. M. R. Bottal, Mr. and Mrs. G. D. Corvissano, L. Mast. Corvissano, Miss R. Corvissano, Mr. C. Dante, Mr. P. Freedman, Miss R. Freedman, Mr. C. L. E. Humphreys, Mr. C. de Jumilhac, Miss L. Kucher, Miss C. Maglanod, Mr. T. Mackie, Mr. and Mrs. W. J. Maurice, Mr. and Mrs. A. L. de Monpezat, Miss F. de Monpezat, Master H. de Monpezat, Dr. A. D. Mora, Miss E. D. Mora, Miss G. Nicholson, Mr. N. Peters, Mr. and Mrs. T. E. Pegg, Miss C. Peggs, Mr. J. H. Seth, Miss R. Stratton, Mr. John Swire, Mr. M. Van Ryswyck.

looked peculiar and ordered them to be taken off. They were stuffed with posters addressed to the common people, written urging that on the coming Lenin anniversary every one should fight for their rights, etc. All through the country there are recrudescences of communist propaganda not very serious it is true, but showing that the ideas still remain with many, and threatens difficulties if military forces are removed entirely. The Kachek authorities have given notice that there is to be no firing of crackers until the night of the thirtieth of the old year, lest confusion and trouble arise from the explosions.

ANGLO-FRENCH ACCORD

Berlin Press Comment

[Special to the "Hong Kong Daily Press" (Copyright).]

Berlin, Jan. 31.

Glowing London and Paris reports alleging that a preliminary Franco-British accord was reached on the formula for reconciling Germany's claim to equality with the French security demands were featured by the Berlin evening Press on Thursday, but only "Tageblatt" as yet ventures on lengthy editorial comment dealing chiefly with the general agreement within the framework of the League of Nations which is said to have been proposed as the basis for the solution of all problems of disarmament and security.

"It is advisable," writes the paper, "to maintain reserve in forming judgement on this so-called general pact which is to include the eventual agreement with Germany. The German Government has never indicated that the Reich's return to the League is an impossibility, but the Chancellor has, in a recent interview with a foreign Pressman, explained far extensively than ever the reasons why Germany must entertain grave misgivings concerning the League. These misgivings in part concerned with the facts which are supposed to be revised in the forthcoming London discussions. But many doubts remain as to certain features inherent to the League's constitution. The League of Nations is a brilliant idea in theory but not in practice since its procedures created more discord than it had ever been an instrument of removing. Its entire structure is opposed to the realistic and upright tendency of the German policy. The proposal that Germany must return to Geneva in order to attain practical equality on the basis of a general military convention merely symbolises a scheme of reincorporating Germany in the general plan of the

EXPLOSION IN RUMANIA

Children Perish In Cottage

[Special to the "Hong Kong Daily Press" (Copyright).]

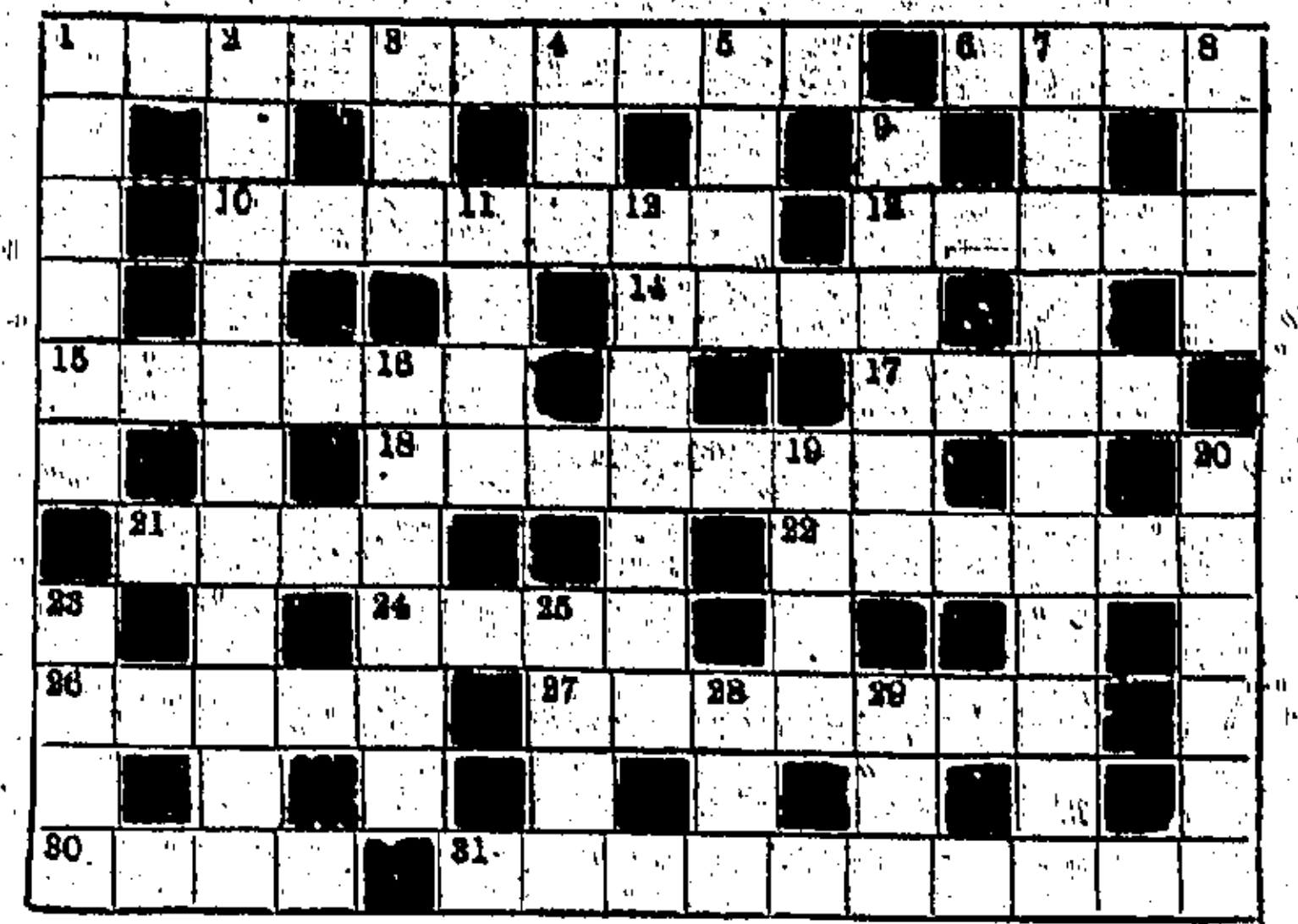
Bucharest, Jan. 31.

A terrific explosion shook the village of Dersida near Klapensburg on Thursday as one of the cottages literally flew up into the air in a sheet of flame. On the owner and his wife returning to find their home nothing but a heap of smoking debris, the wife's first thought was her children who had been left in the house. The villagers who had rushed to the spot when the explosion occurred and done their best to prevent the flames spreading to other buildings, could do nothing save to point at a few bits of charred clothing and bones they had been able to find. The distracted mother was driven out of her mind at the sight and had to be conveyed to an asylum.

The father who works in a neighbouring quarry was also almost demented at the thought that he had left dynamite cartridges in the pocket of his working jacket hanging in the kitchen, since the only explanation of the tragedy is that the children exploring the pockets found the dynamite, and, unaware of its nature, threw it into the fire.—*Transocean Kuo Min.*

European policy initiated by France—a plan already envisaged by Britain and subsequently adopted by Barthou and which recently triumphed in Rome. Germany will shortly have to face great decisions concerning not only the English and French proposals regarding technical equality, but also her attitude towards the entire system of European politics. Her equality has been made conditional on certain fundamental principles and the task, estimating their consequences, will make great demands on the astuteness of German statesmen.—*Transocean Kuo Min.*

CROSSWORD PUZZLE



Note:—Figures in parentheses indicate number of letters in the words required.

Across

- 1.—Cock-a-hoop! (10).
- 6.—Appear (4).
- 10.—A Derbyshire Peak town (7).
- 13.—Greek dialect (5).
- 14.—Suffer (4).
- 15.—Sky (6).
- 17.—Attract (4).
- 18.—Gape openly (7).
- 21.—One sovereign (4).
- 22.—Rocky (6).
- 24.—Unemployed (4).
- 26.—Brown bear (5).
- 27.—Additional things (7).
- 30.—Next (4).
- 31.—Mole (10).

Down

- 1.—Educated (8).
- 2.—We get no thanks for "it" during tea (anagram) (11).
- 3.—Low (3).
- 4.—Some other man's (3).
- 5.—Back of a neck (4).
- 7.—Immoderate (11).
- 8.—A good deal (4).

9.—Temper (6).

- 11.—Having good reason (4).
- 12.—Compelled (7).
- 16.—Border (6).
- 19.—To make well (4).
- 20.—An assistant (6).
- 23.—Be a party to (4).
- 25.—A wild retreat (4).
- 28.—A Roman goddess (3).
- 29.—Is enough for the present (3).

The following is the solution of yesterday's puzzle:—

- Across—4. Material; 8. Displace; 9. Revolve; 10. Camelopard; 13. Heron; 14. Yonder; 17. Upkeep; 21. Negus; 24. Reasonable; 25. Excuse; 26. Coalesce; 27. Response. Down—1. Micah; 2. Upper; 3. Rayon; 4. Messalliance; 5. Tardy; 6. Raven; 7. Ankle; 11. Meek; 12. Lone; 15. Oxen; 16. Drub; 18. Pixie; 19. Equip; 20. Freen; 21. Noyau; 22. Gavel; 23. Slick.

PEACEFUL NOTE IN MOSCOW

[Special to the "Hong Kong Daily Press" (Copyright).]

Moscow, Jan. 31.

Sounding a somewhat peaceful note than the War Commissary Tuchatcheffski in his sensational speech on Wednesday in which he revealed astounding figures of Soviet armaments, the President of the Council of Peoples Com-

missaries, Molotov, once more addressed the Soviet congress on Thursday, stressing that while the Soviet Government continued to fully equip its army, it would also continue in its sincere endeavours to maintain peace.

A resolution endorsing the entire policy of the Soviet Government will be introduced on Thursday evening and is expected to be passed by a practically unanimous vote.—*Transocean Kuo Min.*



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• (HAL) m.v. "KULMERLAND" for Shanghai, Taku, Dairen, Kobe, Osaka, Yokohama, Nagoya. 15th Feb.
• (NDL) m.s. "SAALE" for Shanghai, Taku, Dairen, Tsingtau, Yokohama, Kobe. 22nd Feb.
• (HAL) s.s. "PREUSSEN" for Shanghai, Kobe, Osaka, Yokohama, Moji, Taku, Dairen, Tsingtau. 1st Mar.

HOMEWARD SAILINGS

- (NDL) s.s. "DONAU" for Genoa, Marseilles, Oran, A'dam, R'dam, H'burg. 3rd Feb.
• (HAL) s.s. "KARNAK" for Genoa, M'les, A'werp, R'dam, Hamburg. 4th Feb.
• (NDL) m.s. "FULDA" for Genoa, Barcelona, Lisbon, A'dam, R'dam, H'burg. 6th Feb.
• (NDL) m.s. "HAVAL" for Marseilles, Havre, R'dam, Hamburg, Bremen. 15th Feb.
• (HAL) m.v. "BURGENDAM" for Genoa, R'dam, H'burg. 16th Feb.

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THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Silver prices were again lower yesterday to the extent of 1/8 for both deliveries, the quotations being 24 7/16 for Ready and 24 9/16 for Forward. Silver advances reported India as having sold. The American Government was indicated as having bought freely while American speculators also bought. The tone at the close was steady. In America the rate was lower at 54 1/2 for Spot. The New York/London cross-rate was quoted at 4.87.

Market Dull, the undertone was not robust.

Sterling
Business was done during the course of the morning at 1/9 1/2 for April delivery. The market closed at lunch time with sellers at 1/9 7/16 February/April and probably 1/9 1/2 May, buyers at 1/9 1/2 February/April and 1/9 9/16 May.
U.S. Dollars
Business was done at 43 9/16 for near delivery. There were sellers at 43 9/16 February/April, buyers at 43 1/2 February/March and 43 1/16 April.

Shanghai Dollars
Sellers were quoted at 122 1/2 for near delivery.

Shanghai Market:
Early advices indicated the market as being uncertain with sellers at 1/4 for near and 1/4 1/2 for forward. Later advices indicated the tone as being a shade steadier with sellers at 1/5 9/16 for Spot and 1/4 15/16 for forward. U.S. Dollars opened with sellers at 35 1/2 for near and 34 1/2 for forward. Indications received towards the close indicated the market as being steady with sellers at 35 1/2 for near and 34 1/2 for forward.

IN THE AFTERNOON
The market was easier in the afternoon.

Sterling
Business was done at 1/9 7/16 for February, March, April and May, finishing with sellers at 1/9 7/16 February/May and 1/9 7/16 June, buyers at 1/9 7/16 February/May and 1/9 1/2 June.

U.S. Dollars
Business was done at 43 1/2 for March and second half March, finishing with sellers at 43 7/16 February/April, buyers at 43 1/2 February/April.

H. K. SHAREBROKERS' ASSOCIATION

BUYERS
Bank of East Asia, \$90.
Underwriters, \$1.25.
Unions, \$480.
China Fries, \$480.
Douglases, \$39.
Antamoks, 81 cts. x d. cr.
Antamoks Rights, 7 cts.
Bagulo Gold, 37 cts.
Gold Rivers, 20 1/2 cts.
Lands, \$50.
Realities, \$465.
Wharves, \$113.
Providents (old), \$1.25.
Providents (new), 10 cts.
Peak Trams (old), \$34.
Lights, \$10.
Electric, \$704.
Telephones (old), \$264.
Cements, \$2.
Dairy Farms, \$234.
Constructions (old), \$14.
Constructions (new), 50 cts.
Nanyangs, \$455.
H.K. Wing On, \$103.
Watsons, \$430.
Govt. Loan 4%, 6% ex. div.
SELLERS
Gold Rivers, 21 1/2 cts.
Hotels, \$5.10.
Lands, \$50.
Ferries, \$994.
SALES
Shanghai Wing On, \$90.

SINGAPORE RAW RUBBER

Messrs. H. B. Joseph & Co.
Messrs. H. B. Joseph & Co. have received the following Straits Currency quotations from Singapore for Raw Rubber.
Spot 21 up 1/4
April/June 23 up 1/4
July/Sept. 24 up 1/4
Market—Steady.

Messrs. Benjamin & Potts
Messrs. Benjamin & Potts have received the following Straits currency quotations (buyers) from Singapore to-day for Raw Rubber:

Spot 21 up 1/4
April/June 23 down 1/4
July/Sept. 24 down 1/4
Oct./Dec. 25 down 1/4
Market—Quiet.

Messrs. Benjamin & Potts
Messrs. Benjamin & Potts have received the following Straits currency quotations (buyers) from Singapore to-day for Raw Rubber:

Spot 21 up 1/4
April/June 23 down 1/4
July/Sept. 24 down 1/4
Oct./Dec. 25 down 1/4
Market—Quiet.

Sales
Antamoks Civos, 70.
Benguet Consols, P.S. 11.30.
Bagulo Gold Civos, 31.
Gold Rivers Civos, 18.
Gold Creek Civos, 31.
Itocons Civos, 34.
Ipos Civos, 65.
Suyic Consols, Civos, 18.
Salacots Civos, 13.
United Parables Civos, 28.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Jan. 30.	Jan. 31
Amsterdam	12.10 Florins	7.24 1/2	7.24 1/2
Athens	375 Drachmas	516 S.	
Belgrade	576,316 Dinars	216	
Berlin	90.49 Marks	12.21	12.20
Bombay	1s. 6d. per Rupee	21.01	176 3/16
Bucharest	813,588 Lei	487 1/2	21.00
Buenos Aires	47.58d. per Pese		
Copenhagen	18.169 Kroner	15.15	15.15 1/2
Geneva	25.23 Francs		
Helsingfors	198.23 Marks		
Hongkong			1/9 1/2
Lisbon	110 Escudos		
Madrid	53.22 Pesetas		57 7/16
Milan	92.48 Lire	7 1/2	
Montevideo	50.88d. per Pese	39 1/2 S.O.	39 1/2 S.O.
Montreal	4.967 Dollars	4.87 1/2	4.87 1/2
New York	4.967 Dollars	4.87 1/2	4.87 3/16
Oalo	18.159 Kroner		
Paris	194.21 Francs	74 11/32	74 9/32
Prague	164.25 Kronen	117 1/2	117 1/2
Rio de Janeiro	20.83d. per Gold Milreis		
Shanghai			1/5 1/2
Stockholm	18.159 Kronor		
Vienna	34.54 Schillings		
Yokohama	94.56d. per Yen		
Silver (spot)		24 9/16	24 7/16
Silver (forward)		24 11/16	24 9/16
War Loan		3 1/2 108 1/2	3 1/2 108 1/2

Closing Quotations

February 1, 1935

On	New York
Bank Bills, on demand	4 1/2
Credits, 60 days' sight	4 1/2
On demand	60 1/2
On Paris	60 1/2
Bank Bills, on demand	65 1/2
Credits, 4 months' sight	6 1/2
On demand	60 1/2
On Manila	6 1/2
On demand	6 1/2
On Bangkok	100 1/2
On demand	100 1/2
Sovereigns, Bank Buying Rate	1/9 1/2
Bar Silver, per oz.	74 7/16

FAR EAST POOLING

The following is an extract from the Pacific Shipper, San Francisco, December 17:

Eight Steamship Lines engaged in the so-called "Southern Route" of the North Atlantic Far East trade are parties to an agreement for pooling of freight revenues and limitation of sailings which was approved by the Shipping Board Bureau of the Department of Commerce last Wednesday, effective as of January 1.

This development, which was forecast exclusively in the Pacific Shipper (December 10, et ante), gives promise of being one of the most momentous undertakings in the recent history of American shipping. Not only is it a very long step toward rehabilitation of the North Atlantic-Oriental trade, with very direct implications upon the California-Oriental route, but it also contains the seeds of a far-reaching controversy over foreign domination of shipping from American ports. It is the first definite move in the "rationalization" of the Oriental trade that has been under discussion for more than two years.

Dollar-Line Not Included

The Dollar Line was not included in the contract and the document was approved by the Shipping Board over objections from Dollar. Although it originally signified its disapproval of the pooling plan, the Dollar-Line last Tuesday applied for membership, at the behest of the Shipping Board. Consideration of the application was held up by the pool pending Government approval of the original document.

The Dollar Line, it is understood, charged that the agreement was drafted in London with no provision for Dollar participation, although the company has 39 direct sailings and 13 transshipment sailings per annum from the North Atlantic to the Far East, against a total of 97 sailings per annum for all others in the trade. A lively dispute is in prospect over the future admission of the Dollar Line, and the terms upon which it should enter.

British Participants

Two American lines and six foreign-flag carriers are parties to the accord, as filed and approved. The Shipping Board itself is indirectly a participant in that the American Pioneer Line, Government-owned, is one of the signatories, through the Roosevelt Steamship Company as managing operators. The Isthmian Steamship Company is the other American-flag member. The other signers are Bank Line, Barber Line, Elderman and Guzman Line, Steamship Company (American Manchurian Line), Prince

Line, Blue Funnel Line, and Kerr Steamship Company (Silver Line).

One immediate result of the pooling plan was that the American Manchurian and Isthmian lines joined the North Atlantic Far East Conference last Thursday. The former, which has been engaging in the California Far East trade at non-conference rates, is now required to associate itself with the Pacific Westbound Conference. This will leave only one California-Orient carrier offering cut rates the Maersk Line, which may be expected to come under heavy attack through the contract rate system.

Talk is already being heard about another pool in the "Northern Route," from the Atlantic to Japan, in which Japanese lines will be the majority factor, and of still another in the homebound trade over the "Southern Route."

Representatives of the Dollar, Barber, Bank, Kokusai and Kerr lines were named last week as members of the contract committee of the North Atlantic Far East Conference.

The agreement covers the route between the U. S. Atlantic and the Philippine Islands, China (including Manchuria), Hong Kong and Dairen, for the stated purpose of "securing efficiency of service for the common good of shippers and carrier." Among the provisions are the following:

Membership in the North Atlantic Far East Conference is compulsory, as is full or associate membership in the Pacific Westbound Conference if the carrier loads at Los Angeles or San Francisco en route.

Revenues from coal, treasure, explosives, refrigerated cargo, Government cargo, mail and passage money are excluded from the pool. Deductions to be made before revenue is diverted to the pool are: \$3 per ton to cover handling charges; agents' loading and discharging commission of 7 1/2 per cent; brokerage of 1 1/2 per cent; arbitrages on transshipment freight; and surcharges on heavy lifts and extra lengths.

The net result of the pool will be divided: 23 per cent to the Barber Line, and 11 per cent each to the seven others.

Sailing Schedule Limited

In the "normal sailing schedule," each line is limited to 12 sailings per annum, except that the Barber Line is allowed 24 (12 each for Wilhelm Wilhelmsen and the Lancashire Shipping Company) and that the Isthmian Line may have 24 sailings, if only 12 are to the Philippines.

Until otherwise ordered by the majority, a "curtailed schedule" of 25 per cent fewer sailings is to

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Fortnightly sailings	Fortnightly sailing
Pres. Pierce Feb. 13, 8 a.m.	Pres. Grant Feb. 2, 1 a.m.
Pres. Coolidge Feb. 23, Noon	Pres. Jefferson Feb. 16, 5 a.m.
Pres. Wilson Mar. 6, 8 a.m.	Pres. Jackson Mar. 2, 6 a.m.
Pres. Hoover Mar. 23, Noon	Pres. McKinley Mar. 16, 8 a.m.
Pres. Lincoln Apr. 9, 11 a.m.	Pres. Grant Mar. 30, 8 a.m.

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Pres. Johnson Feb. 2, 8 a.m.	Pres. Johnson Feb. 2, 8 a.m.
Pres. Monroe Feb. 16, 8 a.m.	Pres. Jefferson Feb. 16, 5 p.m.
Pres. Van Buren Mar. 2, 8 a.m.	Pres. Jackson Feb. 16, 6 p.m.
Pres. Garfield Mar. 16, 8 a.m.	Pres. Coolidge Feb. 16, 9 p.m.
Pres. Polk Mar. 30, 8 a.m.	Pres. Monroe Feb. 16, 8 a.m.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

PEDDER BUILDING—HONG KONG.
CANTON BRANCH:—4, SHAKES ROAD.

BERLIN BOURSE

(Special to the "Hong Kong Daily Press" (Copyright).)
Berlin, Jan. 31.

The sharemarket opened sluggish owing to the disappointment about the lack of dividend of a great engineering firm and the inclination of operators to take profits accrued from the upward movement in the last few days. Towards the close the market became friendlier. Fixed interest securities were also dull, the turnover was small and price changes were narrow. Call Money was quoted at 3 1/2.

REICHSMARK QUOTATIONS

(Special to the "Hong Kong Daily Press" (Copyright).)
Berlin, Jan. 31.

Reichsmark quotations (without guarantee):
New York 39.87
Paris 608.8
Amsterdam 59.35
Paris Sterling 74.4375
Dollar 15.285

TWO NEW MINERALS

Russian Scientist's Claim

While surveying the gold ores in the valley of river Bolshaya Laba and the iron ores along the river Malka (Northern Caucasus), Mr. Serdichenko, Professor of Mineralogy of the Rostov University, discovered two new minerals combining iron, aluminium, and chrome.

be maintained; 18 sailings for Barber and 9 each for the others. Ships must have a speed of 11 knots or more.

Rotation of sailings are to be arranged before January 1, under the principle of giving each line the same sailing date each month from New York.

Any line in the trade is eligible for membership in the pool, "and such membership shall not be deemed except for just and reasonable cause."

"All lawful measures" are to be taken by the signatories to meet competition of any non-conference carrier.

The agreement runs for three years, but after two and half years a line may withdraw upon six months' notice, though warfare in any of the countries served will terminate it within 60 days unless otherwise ordered; and a line may withdraw if its nation is involved in war.

CONSIGNEE NOTICES

COMPAGNIE DES MESSAGERIES MARITIMES.
CONSIGNEE NOTICE.
S.S. "M. I. N."

ARRIVED HONG KONG ON MONDAY, 27th JANUARY, 1935.
FROM DUNKIRK, LONDON, ROTTERDAM, ANTWERP, &c.

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods, with exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 Days including date of arrival, will be subject to rent.

All Claims must be sent to the Under-Manager before the Wednesday, the 6th February, 1935, or they will not be recognized.

Damaged Packages must be left in the Godowns for Examination by the Consignees and the Company's Surveyors Messrs. Goddard & Douglas at 10 a.m. on Saturday, the 2nd February, 1935.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.
Hong Kong, 28th Jan., 1935. [3906]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.
S.S. "OHENONCEAUX"

ARRIVED HONG KONG ON SUNDAY, 27th JANUARY, 1935.
FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods, with exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to rent.

All Claims must be sent to the Under-Manager before Wednesday, 6th February, 1935, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Friday, the 1st February, 1935.

Consignees must have a Revenue Officer in attendance when any damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.
Hong Kong, 27th Jan., 1935. [3906]

Best Read

Chinese Newspaper

If you have a House to Let, or Rooms to Let; if you want a Situation, Want to Buy, Sell or Exchange Articles, need Assistants, House or Rooms; if you have lost anything, try a "Want Add." in the

South China Daily News

49-51, Hollywood Road. (NAM WAI YAT PO) Cable Address: Telephone: 25612 & 28284. Hong Kong. "Sunonnie."

H. K. STOCK EXCHANGE

WEEKLY REPORT

The week on the whole has been dull and the volume of business transacted must have been on the small side. The advent of the Chinese New Year Settlement has not had any adverse effect on the market, there having been a noticeable absence of any selling pressure, most prices only moving within narrow limits and at the close the differences between rates at the beginning of the week and to-day are negligible. The only exceptions to this are H.K. Banks marked down to sellers at \$1540, buyers only offering \$1520, and Unions buyers at \$485 after business done at \$480, but should the weakness in Exchange continue these stocks will regain lost ground.

BUSINESS DONE DURING THE WEEK

H. K. Banks, \$1550.
Union Insurance, \$490.
Hotels, \$5.05, \$5.10, \$5.
Lands, \$504.
Tramways, \$204, \$204.40.
Star Ferries, \$394.
China Lights, \$10.
Electric, \$704, \$704, \$71.
Telephones (old), \$25.20, \$25.
Cements, \$1.94, \$2.

Rauhs, \$62.
Bagulo Gold, 37 cts. 39 cts.
Gold Rivers, 22 1/2 cts.
Govt. 3 1/2%, 3% Prem.
CHANGES (3.15 p.m.) CLOSING QUOTATIONS

BUYERS
H. K. Banks, \$1520.
H. K. Lands, \$50.
China Lights, \$10.05.
Cements, \$2.97 1/2.
SELLERS
Govt. 3 1/2% Loan, 4% Prem.
Sales
Govt. 3 1/2% Loan, 3% Prem.

Official Quotations received from

Manila at 11.30 a.m.

BUYERS
Antamoks, Civos, 70.
Benguet Consols, P.S. 11.30.
Benguet Explora, Civos, 15 1/2.
Bagulo Gold Civos, 31.
Gold Rivers Civos, 18.
Gold Creek Civos, 31.
Itocons, Civos, 34 1/2.
Ipos Civos, 70.
Suyic Consols, Civos, 17 1/2.
Salacots Civos, 12 1/2.
SELLERS
Antamoks Civos, 70 1/2.
Balacots P.S. 35.
Benguet Consols, P.S. 11.40.
Benguet Explora, Civos, 16 1/2.
Bagulo Gold Civos, 32.
Gold Rivers Civos, 18 1/2.
Gold Creek Civos, 31.
Itocons Civos, 35 1/2.
Ipos Civos, 65.
Suyic Consols, Civos, 18 1/2.
Salacots Civos, 13.
United Parables Civos, 28 1/2.

CHINA NAVIGATION COMPANY, LIMITED.

SINGAPORE	
YUNNAN	On 2nd Feb. 4 p.m.
YUNNAN	On 3rd Feb. Noon
YUNNAN	On 3rd Feb. 5 p.m.
YUNNAN	On 5th Feb. 5 p.m.
YUNNAN	On 6th Feb. 10 a.m.
YUNNAN	On 6th Feb. 5 p.m.
YUNNAN	On 6th Feb. 4 p.m.
YUNNAN	On 8th Feb. 10 a.m.
YUNNAN	On 8th Feb. 5 p.m.
YUNNAN	On 9th Feb. 5 p.m.
YUNNAN	On 10th Feb. 10 a.m.
YUNNAN	On 10th Feb. 5 p.m.
YUNNAN	On 11th Feb. 10 a.m.
YUNNAN	On 11th Feb. 5 p.m.
YUNNAN	On 12th Feb. 10 a.m.
YUNNAN	On 12th Feb. 5 p.m.
YUNNAN	On 13th Feb. 10 a.m.
YUNNAN	On 13th Feb. 5 p.m.
YUNNAN	On 14th Feb. 10 a.m.
YUNNAN	On 14th Feb. 5 p.m.
YUNNAN	On 15th Feb. 10 a.m.
YUNNAN	On 15th Feb. 5 p.m.
YUNNAN	On 16th Feb. 10 a.m.
YUNNAN	On 16th Feb. 5 p.m.
YUNNAN	On 17th Feb. 10 a.m.
YUNNAN	On 17th Feb. 5 p.m.
YUNNAN	On 18th Feb. 10 a.m.
YUNNAN	On 18th Feb. 5 p.m.
YUNNAN	On 19th Feb. 10 a.m.
YUNNAN	On 19th Feb. 5 p.m.
YUNNAN	On 20th Feb. 10 a.m.
YUNNAN	On 20th Feb. 5 p.m.
YUNNAN	On 21st Feb. 10 a.m.
YUNNAN	On 21st Feb. 5 p.m.
YUNNAN	On 22nd Feb. 10 a.m.
YUNNAN	On 22nd Feb. 5 p.m.
YUNNAN	On 23rd Feb. 10 a.m.
YUNNAN	On 23rd Feb. 5 p.m.
YUNNAN	On 24th Feb. 10 a.m.
YUNNAN	On 24th Feb. 5 p.m.
YUNNAN	On 25th Feb. 10 a.m.
YUNNAN	On 25th Feb. 5 p.m.
YUNNAN	On 26th Feb. 10 a.m.
YUNNAN	On 26th Feb. 5 p.m.
YUNNAN	On 27th Feb. 10 a.m.
YUNNAN	On 27th Feb. 5 p.m.
YUNNAN	On 28th Feb. 10 a.m.
YUNNAN	On 28th Feb. 5 p.m.
YUNNAN	On 29th Feb. 10 a.m.
YUNNAN	On 29th Feb. 5 p.m.
YUNNAN	On 30th Feb. 10 a.m.
YUNNAN	On 30th Feb. 5 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Telephone 30351.

Agents.

CARGO AND BAGGAGE CAN BE LOADED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTH & TAIPIING (SWIFTS)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE

OPEN AIR SWIMMING POOL

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARD'S CARRIED

Enjoy Your Leave in Austr. 'a and New Zealand. Hong Kong to Sydney—19 Days

FIRST CLASS FARE TO SYDNEY, 276 RETURN

" (via Australia) from 2127-16-0

(Australian Newspapers on file)

STEAMERS

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ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.	
Haiching, Douglas', February 5.	
Taiwan, B. & S., February 6.	
Shirata, B.I. (Apar), February 7.	
Tsitsan, J.C.J. Line, February 7.	
Haining, Douglas', February 8.	
Kwangtung, B. & S., February 8.	
Haiching, Douglas', February 12.	
Hoichow, B. & S., February 13.	
Haiching, Douglas', February 15.	
Yochow, B. & S., February 15.	
Kutsang, Jardine's, February 16.	
Anhui, B. & S., February 17.	
Tilawa, B.I. (Apar), February 21.	
Chefoo.	
Yunnan, B. & S., February 3.	
Hopsang, Jardine's, February 10.	
Dahly.	
Bochum, Jensen's, February 3.	
Tean, B. & S., February 5.	
Aeneas, B. & S., February 6.	
Coblenz, Melchers', February 10.	
City of Norwich, Bank Line, Feb. 12.	
Kulmerland, Jensen's, February 15.	
Hoichow, B. & S., February 17.	
Foybank, Bank Line, February 19.	
Saale, Melchers', February 22.	
Fochow.	
Haiching, Douglas', February 5.	
Tean, B. & S., February 5.	
Haining, Douglas', February 8.	
Hopsang, Jardine's, February 10.	
Nanchang, B. & S., February 11.	
Haiching, Douglas', February 12.	
Haiching, Douglas', February 15.	
Hoichow, B. & S., February 17.	
Japan (Direct).	
Rakuyo Maru, N.Y.K., February 13.	
Aitsuta Maru, N.Y.K., February 15.	
Kutsang, Jardine's, February 16.	
Otaru.	
Somali, P. & O., February 2.	
Bangalore, P. & O., March 2.	
Shanghai and Japan.	
Pros. Grant, A.M. Line, February 2.	
Bochum, Jensen's, February 3.	
Conte Verde, Lloyd Triestino, Feb. 3.	
Tanda, E. & A. S.S. Co., February 3.	
Chichibu Maru, N.Y.K., February 6.	
Coblenz, Melchers', February 7.	
Shirata, B.I. (Apar), February 7.	
Chitral, P. & O., February 8.	
D'Artagnan, Messageries', February 9.	
Clara Camus, Lloyd Triestino, Feb. 10.	
Coblenz, Melchers', February 10.	
City of Norwich, Bank Line, Feb. 12.	
City of Adelaide, Bank Line, Feb. 12.	
Empress of Asia, C.P.S., February 13.	
Lycoun, B. & S., February 13.	
Pros. Pierce, Dollar's, February 13.	
Touraine, Thoresen's, February 14.	
Harna Maru, N.Y.K., February 15.	
Kulmerland, Jensen's, February 15.	
Agammon, B. & S., February 15.	
Pros. Jefferson, A.M. Line, Feb. 16.	
Tai Shan, Dodwell's, February 16.	
Foybank, Bank Line, February 19.	
Tsutsu Maru, N.Y.K., February 20.	
Bhutan, P. & O., February 21.	
Tilawa, B.I. (Apar), February 21.	
Saale, Melchers', February 22.	
Athos II, Messageries', February 23.	
Pros. Coolidge, Dollar's, February 23.	
Canton, Gilman's, February 25.	
Dioned, B. & S., February 25.	
Emp. of Canada, C.P.S., February 26.	
Nojima Maru, N.Y.K., February 26.	
Anna Maersk, Jensen's, March 1.	
Pros. Jackson, A.M. Line, March 2.	
Emp. of Russia, C.P.S., March 8.	

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ADVERTISED SAILING FROM HONG KONG

EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA

AND SOUTH AMERICA

Balboa.

Pres. Pierce, Dollar's, February 13.
Rakuyo Maru, N.Y.K., February 13.
Tai Shan, Dodwell's, February 16.
Pres. Coolidge, Dollar's, February 23.

Baltimore.

Maron, B. & S., February 8.
Anna Maersk, Jensen's, March 1.

Boston and New York.

Maron, B. & S., February 8.
Pres. Pierce, Dollar's, February 13.
Tai Shan, Dodwell's, February 16.
Pres. Coolidge, Dollar's, February 23.

Nojima Maru, N.Y.K., February 26.

Anna Maersk, Jensen's, March 1.

CHINESE NEW YEAR HOLIDAYS

Cruise to Manila and Return

by the

EMPRESS OF CANADA

£12.0.0. first Class £8.0.0. tourist class

Saturday, Feb. 2. 5 p.m. sail from Hong Kong
 Sunday, " 3. en route
 Monday, " 4. 8 a.m. Arrive Manila
 Monday, " 4. p.m. Leave Manila
 Tuesday, " 5. en route
 Wednesday, 6. a.m. Arrive Hong Kong.

Passengers wishing to spend a little longer in Manila may return by the General Lee, leaving Manila Noon on Thursday, 7th and arriving in Hong Kong Noon on Saturday, 8th.

CANADIAN PACIFIC
 WORLD'S GREATEST TRAVEL SYSTEM



GENERAL PASSENGER AGENTS IN THE ORIENT FOR CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
 CHICHIBU MARU ... Wednesday, 8th Feb. at 1 a.m.
 TATSUTA MARU ... Wednesday, 20th Feb. at 10 a.m.
 ASAMA MARU ... Wednesday, 6th Mar. at 10 a.m.

SEATTLE & VANCOUVER.

HIYE MARU ... (Starts from Kobe) Monday, 18th Feb.
 HEIAN MARU ... (Starts from Kobe) Sunday, 8th Mar.
 LONDON, MARSEILLES, ANTWERP, ROTTERDAM
 FUSHIMI MARU ... Saturday, 2nd Feb.
 HAKOZAKI MARU ... Saturday, 18th Feb.
 TEBURUNI MARU ... Friday, 1st March

SYDNEY & MELBOURNE via Manila and Ports.

KITANO MARU ... Saturday, 23rd Feb.
 ATSUTA MARU ... Saturday, 23rd Mar.

BOMBAY via Singapore, Penang and Colombo.

+ GENOA MARU ... Wednesday, 6th Feb.
 GINYO MARU ... Monday, 11th Feb.
 + TORIWA MARU ... Thursday, 28th Feb.
 ANYO MARU ... Monday, 11th Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU ... Wednesday, 13th Feb.

NEW YORK via Panama.

+ NOJIMA MARU ... Thursday, 28th Feb.
 + NOTO MARU ... Tuesday, 5th Mar.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

+ DELAGOA MARU ... Friday, 8th Feb.

CALCUTTA via Singapore, Penang and Rangoon.

+ TSUSHIMA MARU ... Friday, 8th Feb.
 + PENANG MARU ... Friday, 18th Feb.
 + HAKODATE MARU ... Friday, 1st Mar.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU ... Friday, 15th Feb.
 ATSUTA MARU (Nagasaki direct) Friday, 16th Feb.

Tel. 30291



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To SHANGHAI — KOBE. To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.
 D'ARTAGNAN ... 9th Feb.
 ATHOS II ... 23rd Feb.
 ARAMIS ... 8th Mar.
 ANDRE LEBON ... 23rd Mar.
 FELIX ROUSSEL ... 8th Apr.
 PORTHOS ... 1st April
 CHRONCEAUX ... 12th Feb.
 D'ARTAGNAN ... 28th Feb.
 ATHOS II ... 12th Mar.
 ARAMIS ... 28th Mar.
 ANDRE LEBON ... 8th Apr.
 FELIX ROUSSEL ... 23rd Apr.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at PORT SAID OR DJIBOUTI.
 For Full Particulars, apply to—

C. Des MESSAGERIES MARITIMES,
 3 Queen's Building, 13 Telukwan, 20681

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 6,400 TONS
 THROUGH CARGO
 17,900 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for Through	H. K. Ports
British		
Kwai Sang, Canton	—	—
Somali, Shanghai	79	5,200
Shantung, Swatow	395	960
French		
Tai Po Sek, Fort Bayard	350	—
Norwegian		
Prominent, Canton	—	—
Lyder Sagen, Ryajun	4,000	—
German		
Friderun, Rabaul	1,047	—
Swedish		
Peiping, Shanghai	—	5,505
Japanese		
Celebes Maru, Sakito	536	6,245
Total	5,407	17,910

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—
 Shantung (Br.), Swatow 125
 Tai Po Sek (Fr.), Fort Bayard 83
 Total 208

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	3	5
French	1	0
Norwegian	2	0
German	1	0
Swedish	1	0
Japanese	1	3
Chinese	0	4
Total	9	12

SHIPS IN HARBOUR

WHARVES

Kowloon: — Friderun, Nellore, President Grant, President Johnson, Himalaya Maru, Fushimi Maru, Hakusan Maru.
 A. P. C.—North Point:—Irisbank, Banting.
 Socony—Lanchukok:—Daisy Moller.
 Jardine Matheson's:—Sandviken.

CLEARANCES

1ST FEBRUARY

Yunnan, for Canton
 Sul Sang, for Amoy
 Klungchow, for Swatow
 Huashan Maru, for Canton
 Canton, for Haiphong
 Henrik, for Bangkok
 Celebes Maru, for Singapore
 Kwai Sang, for Swatow
 Himalaya Maru, for Singapore
 Ardent, for Bangkok
 Nellore, for Manila
 Apoe, for Singapore
 Agapenor, for Singapore
 Da-Shing, for Saigon
 Hui Yang, for Swatow
 Hakusan Maru, for Shanghai

SHIPPING MOVEMENTS

The B.I. & Apcar Line steamship Shirala left Singapore for this Port on the 31st January, 1935, and is due here on the 6th February, 1935.

The Blue Funnel Line steamship Aeneas will arrive from Singapore on 5th instant.

The E. & A. steamship Tando left Manila for this Port yesterday at p.m. with the outward Malls, and is due here on the 2nd instant at about 5 p.m.

The E. & A. Steam Ship Tando will leave for Shanghai, Moji, Kobe, Osaka, and Yokohama on or about Sunday, the 3rd instant at 4 p.m.

The p.v. Silverleaf from New York sailed Los Angeles on 7th January and is expected here on 7th instant.

SHIPS IN WIRELESS COMMUNICATION

The list of ships expected to be in wireless communication with Hong Kong to-day:—

Kalgan, Alice Moller, Tai Lee, Nordland, Prominent, Alaska Maru, Arizona Maru, Anking, Empress of Canada, Nagara Maru, General Lee, President Hoover, Hakusan Maru, President Johnson, President Pierce, Peiping, Maron, Tando, Conte Verde.

Osaka Shosen Kaisha:—Dell Maru.

DOCKS

Kowloon:—Empress of Asia Hai Hing, Mindanao.
 Talkoo:—H.M.S. Otus, King Lee, Chichibu Maru.

BUOYS

No. A1—Bargé.
 No. A3—Agapenor.
 No. A4—La Perouse.
 No. A5—Apoe.
 No. A7—Peiping.
 No. A8—Somali.
 No. A11—Kwaiyo Maru.
 No. A15—Tjialak.
 No. B2—Kwai Sang.
 No. B3—Klungchow.
 No. B4—Helikon.
 No. B6—Canton.
 No. B9—Ardent.
 No. B10—Haldis.
 No. B14—Kwangchow.
 No. B15—Muhnam.
 No. A16—Clara Jebsen.
 No. B17—Hiram.
 No. B20—Yunnan.
 No. B23—Lyder Sagen.
 No. B24—Toa Maru.

ARRIVALS

1ST FEBRUARY

Tatsuta Maru, Japanese steamer, 10,017 tons, Captain S. Ito, from Shanghai, Kowloon Wharf—N. Y. K.

Hakusan Maru, Japanese steamer, 6,271 tons, Captain N. Komiyama, from Singapore, Kowloon Wharf—N. Y. K.

Sirdhana, British steamer, 4,835 tons, Captain Longhurst, from Amoy, Kowloon Wharf—M.M. & Co.

Da-Shing, Chinese steamer, 1,986 tons, Captain F. Semmelmann, from Canton, Yaumati—Mowling & Co.

Clara Jebsen, Danish steamer, 1,145 tons, Captain K. Dahl, from Bangkok, buoy No. B16—Jebsen & Co.

Hai Hing, Norwegian steamer, 1,445 tons, Captain O. S. Olsen, from Swatow, buoy No. B11—Thoresen and Company.

Com. Henri Riviere, French steamer, 1,355 tons, Captain Nicolai, from Canton, Stonecutters—Sing Kee.

Laperouse, French steamer, 2,860 tons, Captain Vigier, from Noumea, buoy No. A4—M. M. & Co.

Kwai Sang, British steamer, 1,435 tons, Captain M. Costello, from Canton, buoy No. B2—J. M. & Co.

Somali, British steamer, 3,521 tons, Captain G. H. Kemp, from Yokohama and Shanghai, buoy No. A8—Mackinnon, Mackenzie & Co.

Peiping, Swedish steamer, 3,835 tons, Captain H. Borin, from Dairen, buoy No. A7—Gillman & Co.

Fushimi Maru, Japanese steamer, 6,846 tons, Capt. G. Kimura, from Shanghai, Kowloon Wharf—N. Y. K.

President Johnson, American steamer, 9,487 tons, Captain W. O. Kohlmeister, from Shanghai, Kowloon Wharf—Dollar Line.

President Grant, American steamer, 8,405 tons, Captain H. B. Clark, from Manila, Kowloon Wharf—American Mail Line.

New Mathilde, British steamer, 842 tons, Captain D. Thomas, from Saigon, buoy No. B5—Nam Tai Loong.

Selstan, British steamer, 1,571 tons, Capt. R. C. Creer, from Swatow, Douglas Wharf—Douglas & Co.

Apoe, British steamer, 1,776 tons, Captain C. Boyce, from Swatow, buoy No. A5—Tou San Hong.

Tjialak, Dutch steamer, 3,614 tons, Captain J. A. v/d. Kolk, from Manila, buoy No. A15—J. C. J. Line.

Himalaya Maru, Japanese steamer, 3,187 tons, Captain N. Imoto, from Sakito, Kowloon Wharf—O. S. K.

31ST JANUARY

Kwaiyo Maru, Japanese steamer, 2,744 tons, Captain S. Toni, from Milke, buoy No. A11—M. B. K.

Tai Po Sek, French steamer, 1,219 tons, Captain J. Bonnamour, from K. C. Wan, China, Merchant Steam Navigation's Wharf—Tai Fung and Company.

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UNITED KINGDOM & CONTINENT

S.S. "CITY OF ORAN" ... Havre, London, Dunkirk, Rotterdam & Hamburg. ... 6th Feb.

S.S. "CITY OF NORWICH" ... Havre, London, Rotterdam & Hamburg. ... 8th March

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S.S. "TINHOU" ... 30th April

Loading for Mauritius Reunion, Tamatave, Lourebo, Marques, Durban and Cape Town.

EAST & SOUTH AFRICA... LUXURIOUS PASSENGER VESSELS... INDIAN AFRICAN LINE

M.V. "INCHANGA" ... from Calcutta 4th Feb. ... from Colombo 10th Feb.

M.V. "INCOMATI" ... from Calcutta 4th Mar. ... from Colombo 10th Mar.

M.V. "ISIPINGO" ... from Calcutta 4th Apr. ... from Colombo 10th Apr.

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DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"SOMALI"	7,000	2nd Feb., 10 a.m.	Manila, Havre, London.
"RAWALPINDI"	17,000	9th Feb.	H'bg, E'dm., A'warp, & Hull.
"BAJPUTANA"	17,000	23rd Feb.	Bombay, Marseilles and London.
"BANGALORE"	6,000	2nd Mar.	do.
"CHITRAL"	15,500	9th Mar.	Manila, Havre, London, H'bg.
"CARTHAGE"	15,500	23rd Mar.	H'bg, E'dm., A'warp, & Hull.
"BHUTAN"	6,100	30th Mar.	Marseilles and London.
"CATHAY"	15,500	6th April	Manila, Havre, London, H'bg.
"BEHAR"	6,100	13th April	Bombay, Man., Havre, London, H'bg, E'dm., A'warp, & Hull.
"COBFU"	15,500	20th April	Marseilles and London.

* Cargo only. † Calls Ombiasa.

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"SIRDHANA"	8,000	3rd Feb., 10 a.m.	Singapore, Penang & Malacca.
"TAKADA"	8,000	15th Feb.	do.

* Calls Port Swettenham. † Calls Rangoon.

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The P. & O. Branch Service of Steamers to London via Suez.

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Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	3rd Feb., 4 p.m.	Shanghai, Kobe, Osaka & Y'hamo.
"SEIRALA"	8,000	7th Feb.	Amoy, Shanghai, Kobe & Osaka.
"CHITRAL"	15,400	8th Feb.	Shanghai, Kobe & Yokohama.
"BHUTAN"	6,100	21st Feb.	Shanghai, Kobe & Yokohama.
"TILAWA"	10,000	21st Feb.	Amoy, Shanghai, Kobe & Osaka.
"CARTHAGE"	15,500	22nd Feb.	Shanghai, Kobe & Yokohama.
"NANKIN"	7,000	7th Mar.	Shanghai, Kobe, Osaka & Y'hamo.
"SANTALA"	8,000	7th Mar.	Amoy, Shanghai, Kobe & Osaka.
"BEHAR"	6,100	7th Mar.	Shanghai, Kobe & Yokohama.
"CATHAY"	15,500	8th Mar.	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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M.V. "SHANTUNG" ... 21st March

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